# City of South Lake Tahoe
# City Council, South Tahoe Redevelopment Successor Agency, South Tahoe Joint Powers Parking Financing Authority
## Meeting Agenda
## Tuesday, June 18, 2024 at 5:30 pm
## 1901 Lisa Maloff Way

**City Council**
Cody Bass, Mayor
John Friedrich, Mayor Pro Tem
Cristi Creegan, Councilmember
Tamara Wallace, Councilmember
Scott Robbins, Councilmember

**Mission of the City Council**
The City was established to provide essential, outstanding and cost-effective services that enhance environmental sustainability, economic vitality and the quality of life for our residents, businesses and guests.

**Public Participation**
City Council meetings are held in person at the time and location listed on this agenda. Meetings are live-streamed on Channel 21, City website at www.cityofslt.us, YouTube at https://www.youtube.com/channel/UC3LYne8Ih-kTPLnnuyJW9SQ/live and via ZOOM at this link https://us06web.zoom.us/j/82170350835
A public agenda packet is available for review at City Hall, 1901 Lisa Maloff Way, on the City's Website at www.cityofslt.us, or by contacting the City Clerk's Office, (530) 542-6005 or sblankenship@cityofslt.us

Providing Public Comment:

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

Remote Participation: If you are joining the meeting via ZOOM and would like to make a comment, press the "raise a hand" button. If you are joining the meeting via Channel 21 or live stream and would like to make a comment, please call (530) 542-6500. The meeting ID is: 821 7035 0835. press *9 to indicate a desire to make a comment. Press *6 to unmute your phone. The Clerk will call you by the last three digits of your phone number when it is your turn to speak. ***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 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 Waší̌iw, 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 July 2024, as "Disability Pride Month"
   Requested Action / Suggested Motions: Issue a Proclamation to Access Tahoe, recognizing July 2024, as "Disability Pride Month".
   Responsible Staff Member(s): Susan Blankenship, City Clerk
   Item 1- Executive Summary.pdf
   Proclamation - July 2024 Disability Pride Month.pdf

2. Proclamation Recognizing July 2024, as "Parks Make Life Better Month"
   Requested Action / Suggested Motions: Issue a proclamation to the City of South Lake Tahoe Parks & Recreation Department, recognizing July 2024, as "Parks Make Life Better Month".
   Responsible Staff Member(s): Susan Blankenship, City Clerk
   Item 2- Executive Summary.pdf
   Proclamation - July 2024 Parks Make Life Better Month.pdf

**Public Communications**

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

questions posed. (Government Code Sections 54954.2)

**City Commission Reports**

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

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

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

**3.** City Council Meeting Minutes
Requested Action / Suggested Motions: Pass a Motion to approve the June 4, 2024 Regular City Council meeting minutes.
Responsible Staff Member(s): Susan Blankenship, City Clerk
Item 3- Executive Summary.pdf
06 04 2024 City Council Minutes.pdf

**4.** Agreement with Blink Network, LLC for Electric Vehicle Chargers, Operations & Maintenance, and Management Platform
Requested Action / Suggested Motions: Pass a Motion authorizing and directing the Mayor to execute an Agreement with Blink Network, LLC for an amount of $97,316.90 for the purchase of 10 dual Level 2 electric vehicle chargers, freight, and operations and maintenance for 10 years.
Responsible Staff Member(s): Sara Letton, Sustainability Coordinator, and Anush Nejad, Public Works Director
Item 4- Executive Summary.pdf
01 - Staff Report - Agreement with Blink Network LLC for EV Chargers.docx
02 - Agreement with Blink.pdf
03-Blink Network Terms and Conditions.pdf

**5.** Senate Bill 1 Road Maintenance and Rehabilitation Account Project List for FY24/25
Requested Action / Suggested Motions: Pass a Resolution adopting a List of Projects for the Fiscal Year 2024/2025 Funded by SB 1: The Road Repair and Accountability Act of 2017 and in-part with Fiscal Year 2024-25 Road Maintenance and Rehabilitation Account revenues.
CEQA Determination: This project is exempt from review under CEQA Guidelines section 15301(c) (Existing Facilities).
Responsible Staff Member(s): Stephen Anderjack, Associate Civil Engineer
Item 5- Executive Summary.pdf
01-Staff_Report-RMRA_Project_List 2025.docx
02-Resolution - SB1 Road Maintenance and Rehabilitation.docx
03-RMRA Estimate.pdf

**6.** Amendment to American Rescue Plan Act of 2021 (ARPA) Funding Budget Appropriations
Requested Action / Suggested Motions: Pass a Resolution authorizing Fiscal Year 2023-2024 budget amendments for reallocating American Rescue Plan Act (ARPA) funding, consistent with the requirements of statutory category C, Revenue Loss for the provision of government services, and approving additional budget transfers for active Capital Improvement Projects.
Responsible Staff Member(s): Olga Tikhomirova, Director of Finance
Item 6- Executive Summary.pdf

01-Staff Report ARPA funding budget amendments.docx
02-Resolution - ARPA funding Budget amendments.docx

**7.** Ski Run Park Donation Acceptance
Requested Action / Suggested Motions: Pass a Resolution authorizing and directing the City Manager to accept Grant Deed and accept donation, valued at $175,000, of Ski Run Community Park for dedicated use as a public park from SkiRunPark LLC, upon completion of park improvements and passing inspections.
Responsible Staff Member(s): Hilary Roverud, Assistant City Manager
Item 7- Executive Summary.pdf
01-Staff Report - Ski Run Park Donation Acceptance.docx
02-C-069-2021 Friends of Ski Run MOU
03-Appraisal
04-Resolution Authorizing Acceptance of Ski Run Park.docx
05-Grant Deed (Exh. A to Reso).doc

**8.** Professional Services Agreement with Lumos & Associates for Planning and Design Feasibility Services for the Stateline Complete Streets Project
Requested Action / Suggested Motions: Pass a Resolution authorizing the Director of Finance to reallocate funds from the Linear Park Bike Path Project to the Stateline Complete Streets Project and authorizing and directing the Mayor to execute a Professional Services Agreement with Lumos & Associates for Planning and Design Feasibility Services for the Stateline Avenue Complete Streets Project for the amount of $227,200.

CEQA Determination: This action is statutorily exempt from review under CEQA Guidelines section 15262 (Feasibility and Planning Studies) and Categorically Exempt under section 15305, Class 6 (Information Collection).
Responsible Staff Member(s): Jason Burke, Complete Streets Program Manager
Item 8- Executive Summary.pdf
01-Staff Report - Stateline Complete Streets Project.docx
02-StatelineVicinityMap.pdf
03-Resolution Stateline.docx
04-Professional Services Agreement with Lumos.pdf

**9.** Amendment No. 2 to Agreement with Wildscape Engineering, Inc. for Additional Design Services for the Upper Bijou Park Creek Watershed Restoration Project
Requested Action / Suggested Motions: Pass a Motion authorizing and directing the Mayor to execute Amendment No. 2 to the Agreement with Wildscape Engineering, Inc. for additional design services for the Upper Bijou Park Creek Watershed Restoration Project for the amount of $54,863.40 for a total not-to-exceed contract amount of $538,184.09.
CEQA Determination: The Planning Commission adopted the Initial Study/Mitigated Negative Declaration for the Project on November 19, 2020, and on May 16, 2024, the Planning Commission adopted an addendum to the CEQA Initial Study/Mitigated Negative Declaration. This action does not require additional review under CEQA Guidelines section 15162.
Responsible Staff Member(s): Jason Burke, Complete Streets Program Manager and Brianna Greenlaw, Associate Civil Engineer
Item 9- Executive Summary.pdf
01-Staff Report - Wildscape Amentment No. 2.docx
02-Project Location Map.pdf
03-C-106-2021 Wildscape.pdf
04-C-028-2023 Wildscape Amendment1.pdf
05-Wildscape PSA Amendment 2.pdf

**10.** Agreement with Black Eagle Consulting for Inspection, Materials Testing and Constructability Review Services for Citywide Capital Improvement Projects

Requested Action / Suggested Motions: Pass a Resolution appropriating $96,000 from salary savings for construction inspection services and materials testing services for citywide capital improvement projects and authorizing and directing the Mayor to execute a contract with Black Eagle Consulting for $205,000 for inspection, materials testing and constructability reviews for 2024 citywide capital improvement projects.
Responsible Staff Member(s): Anush Nejad, Director of Public Works
Item 10- Executive Summary.pdf
01-Staff Report - Inspection Award.docx
02 - PSA with Black Eagle for Inspection Material Testing Services.pdf
03-Resolution - Inspection Services.docx

**11.** Ordinance - Amendments to South Lake Tahoe City Code Chapter 4.150 (Refuse and Garbage) to Implement Residential 3-Cart System for Solid Waste, Recyclables, and Yard Trimmings (Second Reading)
Requested Action / Suggested Motions: Pass an Ordinance amending South Lake Tahoe City Code chapter 4.150 (Refuse and Garbage) to implement residential 3-cart system for solid waste, recyclables, and yard trimmings.
CEQA Determination: This action is exempt from review under CEQA Guidelines sections 15061(b)(3) (common sense exemption that CEQA does not apply to projects where it can be seen with certainty that there is no possibility that the action may have a significant effect on the environment), 15307 (actions by regulatory agencies for protection of natural resources) and 15308 (actions by regulatory agencies for protection of the environment).
Responsible Staff Member(s): Heather Stroud, City Attorney
Item 11- Executive Summary.pdf
01 - Staff Report - Amendments to Refuse and Trash Code for 3 Carts (2nd Reading).docx
02 - Ordinance - 3 Carts.docx
03 - Ordinance Redline.pdf
04 - Public Notice Garbage & Refuse 2 Cart System.pdf

**12.** Excusing Mayor Pro Tem John Friedrich from Attending City Council Meetings on May 21, June 4, and June 18 Due to Illness
Requested Action / Suggested Motions: Pass a Resolution excusing Mayor Pro Tem John Friedrich from attending City Council meetings on May 21, June 4, and June 18 due to illness.
Responsible Staff Member(s): Heather Stroud, City Attorney
Item 12- Executive Summary.pdf
01 - Staff Report - Excusing Absences.docx
02 - Resolution - Excusing Absences.docx

**13.** Approval of City Salary Table
Requested Action / Suggested Motions: Pass a Resolution approving the City Salary Table in compliance with the California Code of Regulations and CalPERS requirements.
Responsible Staff Member(s): Ember Buckman, Human Resources Manager
Item 13- Executive Summary.pdf
01-Staff Report Approval of City Salary Tables.docx
02-Resolution Approval City Salary Table.docx
03 - City of South Lake Tahoe Salary Table 06 04 2024 (Exh A to Reso).pdf

**14.** Defensible Space Ordinance (Second Reading)
Requested Action / Suggested Motions: Pass an Ordinance to Establish a Hazardous Vegetation and Combustible Material Abatement Program, and Similar Vegetation Management and Defensible Space Requirements.
CEQA Determination: This Ordinance is exempt from review under CEQA Guidelines 15301(h) (maintenance of existing landscaping and native growth) and 15304(i) (fuels management activities within 100 feet of structures to reduce the volume of flammable vegetation where the public agency having the fire protection responsibility has determined that 100 feet of fuel clearance is required

due to extra hazardous fire conditions).
Responsible Staff Member(s): Kim George, Fire Marshal and Jim Drennan, Fire Chief
Item 14- Executive Summary.pdf
01-Staff Report-Second Reading.docx
02-Ordinance.docx
03- Public Notice Defensible Space.pdf

**15.** Direct Charge for Mello-Roos Special Tax for Community Facilities District No. 1995-1 for Fiscal Year 2024-2025
Requested Action / Suggested Motions: Pass a Resolution authorizing certification of direct charge for Mello-Roos Special Tax for Community Facilities District No. 1995-1 for Fiscal Year 2024-2025.
CEQA Determination: This action is categorically exempt from review under CEQA Guidelines section 15301 (Existing Facilities).
Responsible Staff Member(s): Olga Tikhomirova, Director of Finance
Item 15- Executive Summary.pdf
01-Staff Report 1995-1 CFD for FY2425.docx
02-Resolution 1995-1 CFD for FY2425.docx
03-FY2425 SLT CFD 1995-1 Preliminary Roll.pdf

**South Tahoe Redevelopment Successor Agency - Consent**

**16.** Annual Special Tax for Community Facilities District 2001-1 Series 2015 Special Tax Refunding Bonds for Fiscal Year 2024-2025
Requested Action / Suggested Motions: Acting as the South Tahoe Redevelopment Successor Agency, Pass a Resolution Establishing the Annual Special Tax for Community Facilities District 2001-1 (Park Avenue Project) Series 2015 Special Tax Refunding Bonds (Heavenly Village) for Fiscal Year 2024-2025.
Responsible Staff Member(s): Olga Tikhomirova, Director of Finance
Item 16- Executive Summary.pdf
01-Staff Report CFD 2001-1 FY2425.docx
02-STRSA Resolution CFD No 2001-1.docx
03-FY2425 CFD 2001-1 Preliminary Roll 2p.pdf

**South Tahoe Joint Powers Parking Financing Authority - Consent**

**17.** Agreement with Ensight Technologies, LLC for Bellamy Parking Garage Equipment Procurement
Requested Action / Suggested Motions: Acting as the South Tahoe Joint Powers Parking Financing Authority, Pass a Motion authorizing and directing the Chair to execute a two year contract, with an option to extend for years 3-7, with Ensight Technologies, LLC for $286,117.31, plus a 5% contingency for $14,305, for the Bellamy Parking Garage Upgrade Project.
CEQA Determination: This action is exempt from review under CEQA Guidelines section 15301 (Existing Facilities).
Responsible Staff Member(s): Jeff Roberson, Support Lieutenant
Item 17- Executive Summary.pdf
01-Staff Report - Bellamy Parking Garage PARCS-APGS Award.docx
02 - Agreement for PARCS-APGS_RFP (6-11-24).pdf

**Public Hearing**

**18.** Tourist Core Area Plan/Specific Plan Amendments and Adoption of Initial Study/Negative Declaration
Requested Action / Suggested Motions: Pass a Resolution (1) Adopting the Tourist Core Area Plan/Specific Plan Amendments and the Initial Study/Negative Declaration, and (2) making additional findings.
CEQA Determination: The City of South Lake Tahoe has prepared an Initial Study and Negative

Declaration analyzing and addressing potential environmental impacts of the amendments. Planning Commission made a recommendation to City Council to adopt the IS/ND, finding that there is no substantial evidence that the proposed Tourist Core Area Plan Amendments will have a significant effect on the environment.
Responsible Staff Member(s): John Hitchcock, Planning Manager
Item 18- Executive Summary.pdf
01-Staff Report - Tourist Core Area Plan Specific Plan Amendments Adoption.docx
02-Resolution-Tourist Core Area Plan Specific Plan Amendments.docx
03-Initial Study/Initial Environmental Checklist (Exh. 1 to Reso).pdf
04-Final Initial Study/Negative Declaration (Exh. 2 to Reso).pdf
05-TCAP Amendments (Exh. 3 to Reso).pdf
06-Notice of Availability/Notice of Intent to Adopt Negative Declaration.pdf
07-Notice of Determination.pdf
08-Public Notice.pdf

**19.** Tahoe Valley Area Plan Amendments and Adoption of the Initial Study/Mitigated Negative Declaration
Requested Action / Suggested Motions: Pass a Resolution (1) Adopting the Initial Study/Mitigated Negative Declaration and the Tahoe Valley Area Plan/Specific Plan Amendments, and 2) making additional findings.
CEQA Determination: The City of South Lake Tahoe has prepared an Initial Study and Mitigated Negative Declaration analyzing and addressing potential environmental impacts of the amendments. Planning Commission made a recommendation to City Council to adopt the IS/MND, finding that there is no substantial evidence that the proposed Tahoe Valley Area Plan Amendments will have a significant effect on the environment.
Responsible Staff Member(s): Anna Kashuba, Senior Planner
Item 19- Executive Summary.pdf
01-Staff Report - TVAP Amendments.docx
02-Resolution - TVAP Amendments.docx
03-Tahoe Valley Area Plan Amend IS IEC (Exh. 1 to Reso).pdf
04-IS Mitigated Negative Declaration (Exh. 2 to Reso).pdf
05-TVAP Amendments (Exh. 3 to Reso).pdf
06-TVAP Amendments_tracked_changes.pdf
07-TVAP Amendment NOA and NOI_2024.docx
08-TVAP Notice of Determination.pdf
09-Tahoe Daily Tribune Notice.pdf

**20.** South Tahoe Refuse Delinquent Refuse Fees Report
Requested Action / Suggested Motions: Pass a Resolution confirming the Final Delinquent Fees Report and directing the Finance Department to send a certified copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county property tax rolls for collection.
Responsible Staff Member(s): Gretchen Schooleman, Assistant Planner
Item 20- Executive Summary.pdf
01-Staff Report - South Tahoe Refuse Delinquent Refuse Fees Report.docx
02-Resolution Confirming STR Delinquent Fee Report .docx
03-South Tahoe Refuse Delinquent Refuse Fees Report (Exh. A to Reso).pdf
04-Planning Commission Resolution.pdf
05-Tribune Public Notice.pdf

**Regular-Unfinished Business**

**21.** Cannabis Revenues Grant Program Award Recommendations
Requested Action / Suggested Motions: 1) Pass a Resolution appropriating an additional allocation of $6,257.45 of Cannabis Program Revenue toward the 2024 Cannabis Revenue Grant Program for

a total amount of $411,861.32; 2) Pass a Motion authorizing Councilmember Wallace to execute the Resolution; and 3) Pass a Motion approving the grant awards to the projects recommended by the grant application review committee.
Responsible Staff Member(s): Sara Letton, Sustainability Coordinator
Item 21- Executive Summary.pdf
01 - Staff Report Cannabis Revenues Grant Awards 2024.docx
02-Resolution - Cannabis Revenue Grant Funding.docx
03 - Res 2023-016 Cannabis Revenue Policy Process and Guidelines.pdf

**22.** Presentation of Elections Code Section 9212 Report for Vacancy Tax Citizens Initiative Petition
Requested Action / Suggested Motions: Pass a Motion to accept Elections Code Section 9212 Report and direct City Clerk to post final version online.
Responsible Staff Member(s): Heather Stroud, City Attorney, and Olga Tikhomirova, Director of Finance
Item 22- Executive Summary.pdf
01 - Staff Report - Presentation of Elections Code 9212 Report.docx
02 - 9212 Report for Vacancy Tax Initative.pdf

**Regular-New Business**

**23.** General Municipal Election Consolidation
Requested Action / Suggested Motions: Pass a Resolution calling and ordering to be held in the City of South Lake Tahoe, County of El Dorado, a General Municipal Election to be consolidated with the Statewide General Election to be held on Tuesday, November 5, 2024, for the purpose of submitting to the electorate a Citizen's Initiative entitled "An Initiative to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe" and for the purpose of the election of two (2) Council Members.
Responsible Staff Member(s): Susan Blankenship, City Clerk
Item 23- Executive Summary.pdf
01-Staff Report - General Municipal Election Consolidation.docx
02-Resolution-Ordering Election and Requesting EDC Consolidation.docx
03-Exhibit A - Full Text of Measure-Residential Vacancy Tax

**Agenda Planning Calendar**

**24.** Agenda Planning Calendar
Requested Action / Suggested Motions: A Councilmember may request that an item be placed on a future agenda. Upon the support of one (1) additional Council Member, direction shall be given to the City Manager to calendar the item for a convenient future agenda, but no sooner than the second meeting after the request was made, and/or modify the Agenda Planning Calendar as desired.
Responsible Staff Member(s): Joe Irvin, City Manager and Susan Blankenship, City Clerk
Item 24- Executive Summary.pdf
APC - 06 13 2024.pdf

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

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

**Adjournment**

I, Susan Blankenship, City Clerk for the City of South Lake Tahoe, declare that the foregoing agenda for the Tuesday June 18, 2024, City Council Meeting was posted and available for review on Thursday, June 13, 2024, at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150. The agenda was also available on the City's website at https://www.cityofslt.us.

Signed June 13, 2024

\\sb\\ Susan Blankenship, Elected City Clerk

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**1

**Agenda Item:** Proclamation Recognizing July 2024, as "Disability Pride Month"

**Executive Summary:** On June 4, 2024, City Council provided consensus to bring this Proclamation forward.

**Requested Action / Suggested Motions:** Issue a Proclamation to Access Tahoe, recognizing July 2024, as "Disability Pride Month".

**Responsible Staff Member:** Susan Blankenship, City Clerk

**Attachments:**

Proclamation - July 2024 Disability Pride Month.pdf

# City of South Lake Tahoe
# Proclamation
# Recognizing July 2024 as
# "Disability Pride Month"

**Whereas,** the Americans with Disabilities Act (ADA) was signed into law on July 26, 1990, to ensure the civil rights of individuals with disabilities; and

**Whereas**, Disability Pride Month is celebrated each July to commemorate the anniversary of the ADA and to honor the history, achievements, experiences, and struggles of the disability community; and

**Whereas**, the City of South Lake Tahoe recognizes the importance of inclusion, accessibility, and the diverse contributions of individuals with disabilities to our community; and

**Whereas**, Disability Pride Month is a time to promote visibility, self-advocacy, and pride within the disability community, while also raising awareness and fostering a more inclusive society for all; and

**Whereas**, the City of South Lake Tahoe is committed to ensuring equal opportunities and the full participation of people with disabilities in all aspects of life, including education, employment, recreation, and civic engagement; and

**Whereas**, Disability Pride Month provides an opportunity to celebrate the talents and skills that people with disabilities bring to our community, and to affirm our dedication to creating a more equitable and accessible environment for everyone; and

**Whereas**, the City of South Lake Tahoe encourages all residents to recognize and support the rights, dignity, and independence of individuals with disabilities;

**Now, therefore**, the City Council of the City of South Lake Tahoe does herby proclaim July 2024 as "Disability Pride Month" in the City of South Lake Tahoe, and encourage all residents to join in this observance by celebrating the contributions of individuals with disabilities and promoting a culture of inclusivity and respect.

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Cody Bass, Mayor Susan Blankenship, City Clerk

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**2

**Agenda Item:** Proclamation Recognizing July 2024, as "Parks Make Life Better Month"

**Executive Summary:** On June 4, 2024, City Council provided consensus to bring this Proclamation forward.

**Requested Action / Suggested Motions:** Issue a proclamation to the City of South Lake Tahoe Parks & Recreation Department, recognizing July 2024, as "Parks Make Life Better Month".

**Responsible Staff Member:** Susan Blankenship, City Clerk

**Attachments:**

Proclamation - July 2024 Parks Make Life Better Month.pdf

**City of South Lake Tahoe**
**Proclamation**
**Recognizing July 2024 as**
**"Parks Make Life Better!" Month**

Whereas, Parks and Recreation promotes physical, emotional and mental health and wellness through organized and self-directed fitness, play, and activity; and,

Whereas, Parks and Recreation supports the economic vitality of communities by providing frontline jobs, childcare for the essential work force and promoting community revitalization; and,

Whereas, Parks and Recreation creates memorable experiences through engaging virtual and physically distanced programs, dynamic online events and new learning opportunities designed to keep families active while stay-at-home orders are in place and beyond; and,

Whereas, Parks and Recreation fosters social cohesiveness in communities by celebrating diversity, providing spaces to come together peacefully, modeling compassion, promoting social equity, connecting social networks, and ensuring all people have access to its benefits; and,

Whereas, Parks and Recreation supports human development and endless learning opportunities that foster social, intellectual, physical and emotional growth in people of all ages and abilities; and,

Whereas, Parks and Recreation strengthens community identity by providing facilities and services that reflect and celebrate community character, heritage, culture, history, aesthetics and landscape; and

Whereas, Parks and Recreation facilitates community problem and issue resolution by providing safe spaces to come together peacefully and serving as key points of service, helping our communities heal both physically and emotionally; and,

Whereas, Parks and Recreation sustains and stewards our natural resources by protecting habitats and open space, connecting people to nature, and promoting the ecological function of parkland; and,

Whereas, Parks and Recreation supports safe, vibrant, attractive, progressive communities that make life better through positive alternatives offered in their recreational opportunities; and,

Whereas, Parks and Recreation remains versatile and innovative in providing vital services to communities through local, national, or global emergencies, all while adhering to guidelines set forth by governing agencies; and,

Whereas, The California Park & Recreation Society has released a statewide public awareness campaign, "Parks Make Life Better!®" to inform citizens of the many benefits of utilizing parks, facilities, programs, and services; now, therefore, be it resolved that the citizens of California recognize the importance of access to local parks, trails, open space, and facilities for the health, wellness, development, inspiration, and safety of all Californians.

Therefore, the City Council of the City of South Lake Tahoe recognizes the importance of access to local parks, recreation, trails, open space, and facilities. We therefore declare the month of July 2024 as Parks Make Life Better!® Month.

_____ _____

Cody Bass, Mayor Susan Blankenship, City Clerk

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**3

**Agenda Item:** City Council Meeting Minutes

**Executive Summary:** City Council is asked to formally approve the June 4, 2024 Regular City Council meeting minutes.

**Requested Action / Suggested Motions:** Pass a Motion to approve the June 4, 2024 Regular City Council meeting minutes.

**Responsible Staff Member:** Susan Blankenship, City Clerk

**Reviewed and Approved By:** Susan Blankenship, City Clerk

**Attachments:**

06 04 2024 City Council Minutes.pdf

# City of South Lake Tahoe
# City Council Meeting Minutes
# Tuesday, June 4, 2024 at 9:00 am
# City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

*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

**Call to Order/ Pledge of Allegiance**
Mayor Bass called the meeting to order at 9:01 a.m.

**Land Acknowledgement**
Mayor Bass read the Washoe Tribe of Nevada and California Land Acknowledgement.

**Roll Call**
Present were Mayor Bass, and Councilmembers Creegan, Wallace, and Robbins.
Mayor Pro Tem Friedrich was absent.

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

**Closed Session Report**
None.

**Proclamations**
1. **Issued a Proclamation to Tom Davis, El Dorado County Fair Board Director, recognizing June 13-16, 2024 as "El Dorado County Fair Week"**

2. **Issued a Proclamation Victoria Ortiz, Lake Tahoe Bicycle Coalition Secretary, recognizing June 2024 as "Lake Tahoe Bike Month"**

**Public Communications**
1. Stacey Ballard, Access Tahoe- Thank you for Wheelchair availability at Tahoe Beaches
2. Angie Reagan, Access Tahoe- Thank you for disability awareness, request for more inclusion training

**Public Comment was heard from the following people:**
1. Asa Briggs- Cell towers
2. Ralph Abernathy- Tahoe Heartbeat
3. Annie Alowa- Tahoe Posperity Center
4. Evan Bevan- City Clerk Blankenship
5. Ambrose Bierce- Councilmember Creegan
6. Rob Bilott- Tahoe Locals Rising

7. Nellie Bly- Councilmember Creegan
8. Jim Bohlen- Cell towers
9. James Bramston- City Clerk Blankenship
10. State Scenic Highway System
11. Oscar Cesare- City Council expenses
12. Edith Chase- Cell towers
13. Ernest Coe- Cell towers
14. Saundra Edwards- Bijou Creek Park
15. Saundra Edwars 2- Councilmember Wallace
16. Danny Elfman- Cell towers
17. Peter Ellenshaw- Neo-feudalism
18. Paul Geske- City Clerk Blankenship
19. Stella Gibbons- City Council
20. Susan Griffin- City staff conflict of interest
21. Sydney Griffin- Conserved land parcels
22. Warren Harding- Cell towers
23. Will Irwin- Public Utility Easement
24. Udo Keppler- City Council
25. Robert La Follette- Business bad to locals
26. James Lowell- Tahoe Prosperity Center, Tahoe Chamber. LTVA
27. George Marsh- City Manager Irvin
28. Gustavus Myers- City Manger Irvin
29. A.E Neuman- City Attorney Stroud
30. Dorthy Parker- City Manager Irvin
31. Walter Pinniped- Councilmember Wallace
32. John Powell- Bijou Park Creek Restoration
33. Jacob Riis- Public Records
34. Jacob Riis 2- Tahoe Chamber
35. Jacques Rousseau- Affordable Housing
36. Charles Russel- Former Mayor Collin
37. Shirley Briggs- Cell towers
38. George Shaw- Lew Feldman
39. Phucket Sherpa- Cory Rich
40. Vasily Sleptsov- Ski Run Park
41. Richard Smothers- Assistant City Manager Roverud
42. Mark Sullivan- Closed door meeting
43. Jonathan Swift- Councilmember Creegan
44. John Turner- Councilmember Creegan and Friedrich
45. Edgar Wayburn- City Council
46. Daniel Weaver- Councilmember Wallace
47. Paul Weitz- Jamie Orr
48. Paul Weitz 2- Councilmember Wallace

**City Commission Reports**
None.

**Consent Agenda**
**Action:** Moved/Seconded: Wallace/Creegan
**Yes:** Bass, Creegan, Wallace, Robbins
**Absent:** Friedrich
**Action:** Passed the Consent Agenda

**3. City Council Meeting Minutes**
**Action:** Passed **Motion 2024-052** approving the May 7, 2024 Regular City Council meeting minutes.

4. **Investment Portfolio Report - March 31, 2024**
   **Action:** Received and Filed.

5. **Fiscal Year 2023-24 Quarterly Financial Status Report - Quarter Ending March 2024**
   **Action:** Received and filed.

6. **Ordinance Designating Very High Fire Severity Zones (Second Reading)**
   **Action:** Passed **ORD 2024-1186** designating Very High Fire Severity Zones.

7. **Delegation of Authority of City Engineer to the Director of Public Works or Designee**
   **Action:** Passed **Resolution 2024-057** ratifying delegation of authority of City Engineer to the Director of Public Works, effective May 21, 2024.

8. **Amendment to Memorandum of Understanding with the Lake Valley Fire Protection District Regarding Fuels Reduction Work and Reimbursement**
   **Action:** Passed a **Motion 2024-053** authorizing and directing the Mayor and City Manager to execute Amendment No. 1 to Memorandum of Understanding with the LakeValley Fire Protection District **(C-119-2024)** to focus on increasing the capacity of fuels reduction work withinthe South Shore division of the Tahoe Fire and Fuels Team and allowing a funding mechanism between agencies for grant billing and reimbursement.

9. **Amendment No.1 to Agreement with Sosu.TV for Broadcasting, Media, and Video Production Services to Extend for Two Years**
   **Action:** Passed **Motion 2024-054** authorizing and directing the Mayor to execute Amendment No.1 to Professional Services Agreement with Sosu.TV **(C-120-2024)** to extend the terman additional two years to June 7, 2026, with a not to exceed cost of $177,000 ($88,500 annually).

10. **Appropriating $75,000.00 from Airport Available Fund Balance for Terminal Repairs Due to Deferred Maintenance**
    **Action:** Passed **Resolution 2024-058** authorizing the Finance Director to appropriate $75,000.00 from the Airport's Available Fund Balance for Airport Maintenance needs.

11. **Certificate of Sufficiency of a Citizen Initiative Petition Entitled "An Initiative Measure to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe**
    **Action**: Received and Filed.

**Public Hearing**

12. **Annual Public Hearing for Continued Snow Removal Equipment Purchase Funded Through the Existing County Service Area No. 3 Parcel Assessment**
    **Action:** Moved/Seconded: Wallace/Creegan
    **Yes:** Bass, Creegan, Wallace, Robbins
    **Abesent:** Friedrich
    **Action:** Passed **Motion 2024-055** directing the City Clerk to prepare and submit a Minute Order, including public comment regarding the current $20 parcel assessment for snow removal equipment to the El Dorado County Board of Supervisors.

**Regular-Unfinished Business**

13. **Ratification of Heavenly Parking Agreement Termination, Amendment to Parking Restrictions in Heavenly Valley Neighborhoods, and Appropriation of Funds for Parking Enforcement Measures**
    **Action:** Moved/Seconded: Wallace/Robbins
    **Yes:** Bass, Creegan, Wallace, Robbins
    **Absent:** Friedrich

**Action:** 1) Passed **Motion 2024-056** ratifying the issuance of a Notice of Termination to Heavenly Valley Limited Partnership and terminating the Parking Agreement 90 days from the notice issuance date; 2) Passed **Resolution 2024-059** replacing Resolution 2024-049 to amend the seasonal or permanent no parking restrictions on certain streets in the Heavenly Valley Neighborhood; and 3) Passed **Resolution 2024-060** directing city staff to bid for the rental of the parking barricades and the restricted parking zone signs and to utlilize budget savings in the project account for any other enforcement and signage.

**Public comment was heard from the following people:**

1. Ed Mosur
2. Allen Masters
3. Brian Bigley, Director of Base Operations for Heavenly Mountain Resort
4. Tom Fortune, Vice President of Heavenly Mountain Resort

**Regular- New Business**

**14. Hazardous Vegetation and Defensible Space Ordinance (First Reading)**

**Action:** Moved/Seconded: Wallace/Creegan
**Yes:** Bass, Creegan, Wallace, Robbins
**Absent:** Friedrich
**Action:** Passed **Motion 2024-057** to hold the first reading (by title only) of an Ordinance Amending the South Lake Tahoe City Code to Add Chapter 5.30 (Hazardous Vegetation and Defensible Space) to establish a hazardous vegetation and combustible materialabatement program and vegetation management and defensible space requirements and refer second reading and adoption to the City Council meeting on June 18, 2024.

**Public comment was heard from the following people:**

1. John Messina
2. Ed Mosur
3. Sharon Kerrigan, South Tahoe Association of Realtors
4. Milan Yates, California Tahoe Conservancy Community Forestry Program Supervisor
5. Martin Goldberg, Lake Valley Fire Protection District
6. Melissa Soderston

**15. Agreement with Design Workshop for Assistance with Mid-Town Area Plan**

**Action:** Moved/Seconded: Robbins/Creegan
**Yes:** Bass, Creegan, Wallace, Robbins
**Absent:** Friedrich
**Action:** Passed **Motion 2024-058** authorizing the Mayor to execute a Professional Services Agreement with Design Workshop **(C-121-2024)** for consulting services to assist in preparation of the Mid-Town Area Plan for an amount not to exceed $133,014.

**16. Location Advertising Signage by Highway 50**

**Action:** Moved/Seconded: Creegan/Robbins
**Yes:** Bass, Creegan, Wallace, Robbins
**Absent:** Friedrich
**Action:** Passed **Motion 2024-059** approving new signage in different locations on Airport property and Highway 50 as presented.

**Public comment was heard from the following person:**

1. Josh Allen, Tahoe Helicopters

**17. Ordinance - Amendments to South Lake Tahoe City Code Chapter 4.150 (Refuse and Garbage) to Implement Residential 3-Cart System for Solid Waste, Recyclables, and Yard Trimmings (First Reading**)

**Action:** Wallace/Creegan
**Yes:** Bass, Creegan, Wallace
**No:** Robbins
**Absent:** Friedrich
**Action:** Passed **Motion 2024-060** to hold a first reading (by title only) of an Ordinance amending South Lake

Tahoe City Code Chapter 4.150 (Refuse and Garbage) to implement residential 3-cart system for solid waste, recyclables, and yard trimmings, and refer second reading and adoption to the City Council meeting on June 18, 2024.

**Public comment was heard from the following people:**

1. David Gregorich *Written material distributed
2. Ed Mosur
3. Jeff Tillman, South Tahoe Refuse
4. Melissa Soderston

**18. Award of 2024 Road Rehabilitation Project to All-American Construction, Inc.**

**Action:** Moved/Seconded: Robbins/Creegan
**Yes:** Bass, Creegan, Wallace, Robbins
**Absent:** Friedrich
**Action:** 1) Passed **Resolution 2024-061** authorizing the transfer of $519,161 in SB-1 from Account 301-50024-36304 to 310-50005-36304 and allocating $580,000 in reserve Measure S funds to Account 301-5005-36374; and 2) Passed **Motion 2024-061** authorizing and directing the Mayor to execute a contract with All-American Construction, Inc. for a total of $3,609,812.40, plus a 10% contingency, in the amount of $360,981.24 for City Road Rehabilitation.

**19. Commercial Use of the City's El Dorado Beach Boat Launch**

**Action:** Received and filed.
**Public comment was heard from the following person:**

1. Donny

**20. City Development Rights Annual Report**

**Action:** Moved/Seconded: Wallace/Creegan
**Yes:** Bass, Creegan, Wallace, Robbins
**Absent:** Friedrich
**Action:** Passed **Resolution 2024-062** accepting the development rights appraisal prepared by Johnson Valuation Group Limited and establishing a price point for the calendar year 2024 at one-third of the recommended fair market value outlined in the appraisal.

**Agenda Planning Calendar**

**21. Agenda Planning Calendar**

**Action:** Received and filed.

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

**City Manager Irvin**

1. Airport Master Plan Presentation at August 13 City Council meeting
2. June 12 Pride Cereminy Celebration

**City Clerk Blankenship**

1. Proclamation Request from John Stark, Director of Parks and Recreation, for July as "Parks Make Life Better Month"
2. Proclamation Request from Peace Love Tahoe for July as "Disability Pride Month"
3. Filing period to run for City Council begins July 15, schedule an appointment with the City Clerk if you are interested in running

**Councilmember Reports and Comments**

**Councilmember Robbins**

1. Attending meetings with Lake Tahoe Basin Management Forest Service Unit regarding the possibility of Alpine guiding within the LTBMU
2. Attended "Fire Wise" event

**Councilmember Creegan**

1. Attended “Beam Raising” event at Lake Tahoe Community College
2. South Tahoe Refuse “Dump Day” June 8
3. June 4 “Senior Project Juding Day” at South Lake Tahoe High School

**Councilmember Wallace**

1. Attended “Ed Foundation” event
2. “Momentum” PBS documentary of South Lake Tahoe Locals available starting June 11

**Mayor Bass**

1. Attended Happy Homestead/American Legion Memorial Day event
2. Attended Tahoe Regional Planning Agency retreat
3. Upcoming Tahoe Transportation District meeting
4. Condolences to John Cristando’s family

**Adjournment**

Mayor Bass adjourned the meeting at 11:52 a.m.

_____ 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**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**4

**Agenda Item:** Agreement with Blink Network, LLC for Electric Vehicle Chargers, Operations & Maintenance, and Management Platform

**Executive Summary:** This contract establishes a 10-year relationship with a firm that will furnish, operate, and maintain charging infrastructure as project sites are designed and built. Two public-facing city projects are designed and a first task order is included in this contract for the purchase of: 7 dual-port EV chargers for Bellamy Parking Garage, and 3 dual-port EV chargers for the New Multigenerational Recreation and Aquatics Center, as well as operations and maintenance costs for all 10 dual chargers.

**Requested Action / Suggested Motions:** Pass a Motion authorizing and directing the Mayor to execute an Agreement with Blink Network, LLC for an amount of $97,316.90 for the purchase of 10 dual Level 2 electric vehicle chargers, freight, and operations and maintenance for 10 years.

**Responsible Staff Member:** Sara Letton, Sustainability Coordinator, and Anush Nejad, Public Works Director

**Reviewed and Approved By:** Susan Blankenship, City Clerk Heather Stroud, City Attorney Olga Tikhomirova, Finance Director Joe Irvin, City Manager

**Attachments:**

01 - Staff Report - Agreement with Blink Network LLC for EV Chargers.docx
02 - Agreement with Blink.pdf
03-Blink Network Terms and Conditions.pdf

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

## Meeting Date: June 18, 2024

**Title: Agreement with Blink Network, LLC for Electric Vehicle Chargers, Operations & Maintenance, and Management Platform**

**Location:** Citywide

**Responsible Staff Member:** Sara Letton, Sustainability Coordinator, and Anush Nejad, Public Works Director

**Background:** California is leading the way in the transition to lessen the climate impacts of the transportation sector by initiating both government fleet zero emissions mandates and commercial retail light duty electric mandates for the electric vehicle sector.

Gavin Newsom's Executive Order N-79-20 states that 100% of new passenger vehicles and trucks sold in the state of California must be zero emission by 2035. The California Air Resources Board has developed regulations and strategies to achieve this in a technologically and cost-effective manner. Numerous state and local grant and incentive programs have been developed to support this mandate. Some federal programs also help support the transition to zero emission.

Climate goals of the City include a 59.2% reduction from 2018 greenhouse gas levels by 2030. On April 20, 2021, City Council adopted a Light Duty Fleet Transition Plan to help achieve these ambitious greenhouse gas reductions. A phased approach was proposed, and was based on technology and marketplace availability, and focused on light duty vehicle procurement first. To accomplish these goals, the City plans to install electric vehicle charging infrastructure to encompass future departmental needs. On the fleet side, charging infrastructure should be in place when fleet vehicles are procured. On the public side, the city seeks to support the scaling of EV charging infrastructure to provide good service to our residents and guests. Both efforts are a way to support the drawdown of climate warming gases from our transportation sector (roughly one-third of community-wide greenhouse gas emissions).

This contract establishes a relationship with a firm that will furnish, operate, and maintain charging infrastructure as project sites are designed and built. In addition, the selected firm will help identify grant funding opportunities and provide expertise and feedback to the Sustainability Coordinator and Public Works departments as more EV charging projects are developed.

**Issue and Discussion:** In winter of 2024 the city issued a Request for Proposal for vendors to provide proposals to "Furnish, (Install), Operate, and Maintain EV Chargers" for public use, and a separate, very similar process and RFP for fleet side EV Chargers. The City requested either or both of two options from the proposers for either furnishing the equipment, where the city retains ownership of the equipment (Option 1) and/or installing the equipment through a leasing agreement (Option 2), where the vendor owns, operates and maintains the equipment.

Ten vendors submitted proposals for the Fleet Charging RFP. Six vendors submitted proposals for the Public Charging RFP. Several vendors proposed to both RFPs. Vendors were invited to propose a charger lease option and/or a city ownership option (as described above). Most vendors proposed Option 1, for the city ownership option.

A review team of three city staff, including City Manager's Office, Finance Department and Public Works reviewed both sets of proposals, and the same three vendors were ranked highest across both pools of proposals. Those vendors were interviewed by the review team. References were called and interviewed. Based on the proposals and subsequent interviews, Blink was ranked Number 1. Blink has the longest company history and experience and determined that Blink offers a conservative and low risk option considering the desired length of this contract arrangement.

Proposers to RFP 02-28-24-1 Fleet EV Charging

| Vendor/Proposer Name | Evaluator #1 Total Score | Evaluator #2 Total Score | Evaluator #3 Total Score | TOTAL SCORE | RANKING |
|---|---|---|---|---|---|
| Blink | 97 | 95 | 95 | 287 | 1 |
| EV Range | 85 | 93 | 97 | 275 | 2 |
| EvGateway | 82 | 87 | 92 | 261 | 3 |
| Forefront | 80 | 86 | 94 | 260 | 4 |
| LilyPad | 81 | 65 | 90 | 236 | 5 |
| InCharge | 79 | 62 | 83 | 224 | 6 |
| Smart eMobility | 69 | 77 | 68 | 214 | 7 |
| Verdek | 52 | 72 | 69 | 193 | 8 |
| Turn On Green | 55 | 66 | 67 | 188 | 9 |
| Real City | 71 | dq | dq | 71 | 10 |

Proposers to RFP 02-25-24-2 Public EV Charging

| Vendor/Proposer Name | Evaluator #1 Total Score | Evaluator #2 Total Score | Evaluator #3 Total Score | TOTAL SCORE | RANKING |
|---|---|---|---|---|---|
| EV Range | 85 | 100 | 99 | 284 | 1 |
| Blink | 97 | 86 | 94 | 277 | 2 |
| EvGateway | 82 | 89 | 95 | 266 | 3 |
| Chargie | 80 | 84 | 83 | 247 | 4 |
| TurnOnGreen | 55 | 77 | 79 | 211 | 5 |
| Real City | 65 | 59 | dq | 124 | 6 |

The city desires to have a Master Agreement for purchasing fleet and public-facing chargers, with the first two projects outlined and funded as a first task order in this contract. As future projects are developed and funding is identified, additional task orders will be added under this contract.

The attached Master Agreement outlines how Blink will provide EV chargers to the city on a project-by-project basis, as funding allows. This contract includes a price sheet, effective for ten (10) years. The pricing will be adjusted annually based on the San Francisco Bay Area, Consumer Price Index (CPI). The Full Product Line Offering includes various types of charger units, including Type II, DC Fast Chargers, and pedestal and wall mounted units.

Operations, Management and Maintenance ("O & M") is an annual cost on a per-charger basis. With this O & M agreement, Blink is obligated to fully address all issues that affect the functionality of the units, will maximize uptime, and could include a full unit replacement at no cost to the city if necessary. Blink is incentivized in this contract to provide grant guidance when such funding will allow the city to advance an EV charger project faster. The contract includes Blink's sophisticated charger management software platform. This provides instant insight into the repair status of the units, collects and reports on extensive data including carbon offsets and individual vehicle usage, and it allows Staff to update the rates on the public-facing chargers as desired.

Blink will provide Apple Pay, Google Pay, and credit card payment options for the public-facing chargers. A user can swipe a credit card on the credit card reader or tap to pay to activate the charging session, with no need to download an app. Blink will charge all users a fee based on the City's rate structure (to be adopted in near future) plus applicable taxes and retain 8% of the Session Transaciton Fee as a Processing Fee. All Net Session Fees will be remitted to the City in accordance with Blink's standard Network Terms and Conditions posted on their webpage: https://blinkcharging.com/legal/blink-network-terms-and-conditions (Attachment 3).

Blink's software identifies individual vehicles and verifies their status using RFID or the Blink app. At future fleet EV charging sites, Blink's software has the ability for credential checking and can seamlessly allow vehicles to charge on a given charger and tracks/reports the Kilowatt Hour (kwh) transferred to the vehicles. Members of the public will not be able to charge on a fleet charger unless this is configured for on the backend. As such, the software is sophisticated and allows for flexible use of chargers with high security, should the City desire to use the chargers in flexible ways. The software also provides sophisticated load management. For example, this allows the City to avoid costly demand charges or too much energy demand on a given transformer. It is all configurable to the City's needs and interests.

This contract includes the City's first two projects: the purchase of seven dual Level 2 charging stations (14 ports) for installation at the Bellamy Parking Garage at Heavenly Village and the purchase of 3 dual stations (6 ports) for the brand-new Multigenerational Recreation and Aquatics Center. The stations will be installed on the first floor of the garage, on the north side, and will include two parking places with one charger (2 ports) addressing ADA access needs. The Bellamy Garage renovation project identifies 10 additional EV charging ports (5 dual chargers) that could be installed in the future as demand dictates and which will likely necessitate a transformer upgrade. Guests seeking to charge their vehicles at the garage must pay separately for parking via the general garage parking management system. The chargers for the new Rec Center will be on the west side of the new parking lot and installation is planned for September 2025.

The City will approve future task orders for purchase of additional chargers as funding allows. The Bellamy Garage and new Rec Centr design work is complete, thus, this request for the purchase of this first set of dual port chargers and the annual O & M costs. As design work is completed and funding is identified for future fleet and public charging projects, staff will return to Council with additional requests for funding.

**Financial Implications:** EV charging projects will have two CIP accounts: 1) public facing charging and 2) fleet charging. Expenses from public facing charging projects once built will shift to an enterprise fund. Doing this will allow the city to recuperate some of the project costs over time (and help pay for future EV projects) through a rate set by Council, which will be brought to Council later this summer. The rates will be incorporated into the Master Fee Schedule annually and will be adjusted either based on CPI or by usage and will take into account energy costs.

Purchase of the seven dual chargers is being split between the remaining funding in the Bellamy Parking Garage renovation project contract account 520-05320-48030 (up to $48,000), and a portion of $450,000 funding in the Parking Garage Account 52005320-46110, Machinery and Equipment allocated for the access and revenue control system upgrade. The cost is $57,109.15 for the chargers. Staff recommends an annual for the O & M agreement at $9367.68 for all seven chargers for the first year, up to 10 years, which is considered the useful life of the units. O & M costs will track the CPI through time. The total for year one will be $68,226.83, which includes a freight charge.

Purchase of 3 dual chargers has been budgeted under the Multigenerational Recreation and Aquatics Center Project account 301-60018-48030. The cost is $24,475.35 for the chargers. Staff recommends an annual for the O & M agreement at $4014.72 for all three chargers, up to 10 years, which is considered the useful life of the units. O & M costs will track the CPI through time. The total for year one will be $29,090.07, which includes a freight charge.

The total for the 10 dual chargers, freight charges, and O & M in this first task order is $97,316.90.

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

**Policy Implications:** The project supports the City's *Strategic Priorities*:

- 1.4 Transportation via "electrification of the transportation system is a top priority."
- 1.5 Carbon Neutrality to "pursue opportunities for electrification, including transitioning fleet vehicles to electric and building robust EV charging infrastructure by 2025."

The project advances the City's *Climate Action Plan*:

- EDT-1, Promote and incentivize EVs and EV chargers: "Evaluate the potential incentives to convert fleets to EVs."

The project supports community GHG emissions reductions, contributing to the science-based emissions reductions target established in *Resolution No. 2022-088*.

# City of South Lake Tahoe

# Master Agreement

# FOR

# EV CHARGING STATION PROJECT

# PWC C-098-2024

THIS AGREEMENT is made and entered into this _____ day of _____, 2024, by and between the City of South Lake Tahoe, a political subdivision of the State of California, herein designated "City", and Blink Network, LLC, herein designated as "Vendor/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 provide electric vehicle charging stations ("EV Charging Stations") and furnish all labor, tools, equipment, facilities, materials, transportation and services necessary to perform and complete, in a good and workmanlike manner, operations, management, maintenance, software for data collection, revenue collection and remittance for the **EV Charging Stations, and other services specified in the Proposals in Attachment A**.

As required pursuant to the Contract Documents (the "Work"). The Work is based on approved Task Orders.

## ARTICLE 2 — COMMENCEMENT AND COMPLETION

The Work to be performed under this Master Agreement (herein referred to 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 (California Department of Transportation Standard Specifications, City of South Lake Tahoe Public Improvement and Engineering Standards (PIES), and future Design Plan) and as outlined in each approved Task Order.

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. This Master Agreement has a term of ten (10) years.

## 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, Scope of Services, as shown in Attachment B, and individual Task Orders.

Compensation for each authorized Task Order shall be based upon the unit prices stated in Attachment A. Unit prices paid by the City may change depending on actual quantities or units of work completed in accordance with each authorized Task Orders.

## 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 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. Furthermore, the project has received federal funding and is required to meet Federal wage determinations which can be found at: http://www.wdol.gov/wdol/scafiles/davisbacon/ca9.dvb .

## ARTICLE 5 — CONTRACT DOCUMENTS

**The Agreement includes and incorporates by reference the Contract Documents for the Project, which consists of the following documents, in addition to this Agreement:**

(a) Contractor's Scope of Service and Proposals.
(b) Fee Schedule.
(c) Payment Schedule.
(d) Insurance Certificates and Endorsements.

(e) Anti-Lobbying Certification.
(f) Debarment and Suspension Certification.
(g) Task Order Template.
(h) Task Order 1.
(i) 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, where applicable; and
(j) Permits from other agencies as may be required by law.

## 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, all in accordance with the Contract Documents. 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, including, without limitation, Civil Code section 2782, *et seq*., and in strict accordance with the Contract Documents, Contractor shall defend, indemnify, and hold harmless the City, its officials, officers, City Council members, employees, agent, the Project Manager, the Architect/Engineer, 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. 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, and shall not extend to the sole negligence or willful misconduct of the City, or the active negligence of the City. 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 Attachment C, throughout the performance of the Agreement, including any maintenance, warranty and/or guarantee 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:**

City of South Lake Tahoe

1901 Airport Road, Suite 100

South Lake Tahoe, CA 96150

Attn: Ms. Sara Letton

**Notices required to be given to Contractor:**

Blink Network, LLC

5081 Howerton Way, Suite A

Bowie, MD 20715 Attn: Legal

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

ATTEST:

By:

Susan Blankenship
City Clerk
City of South Lake Tahoe

Contractor: Blink Network, LLC

By:

Jim Nemec
Chief Revenue Officer

APPROVED AS TO FORM:

By:

Heather Stroud
City Attorney
City of South Lake Tahoe

# ATTACHMENT A

## Contractor's Proposals

# EV Charging Solutions

## About Blink

Blink Charging is a leading global designer, manufacturer, owner, operator and provider of electric vehicle (EV) charging equipment and services. As a complete vertically-integrated EV charging company, our industry-leading equipment and robust network of public charging stations are meeting the growing needs of millions of EV drivers everywhere.

Why Choose Blink?

- Flexible business models to meet your needs
- Global cloud-based network to power your management and visibility
- Full range of Residential and Commercial Level 2 and DC fast charging stations
- Commitment to exceptional customer experience with dedicated account management and 24/7 driver support
- Financing and leasing options available




BlinkCharging.com

## Customer Details

**Contact Name:** Sara Letton

**Phone:** +15305426175

**Account Name:** City of South Lake Tahoe

**Email:** sletton@cityofslt.us

## Billing and Shipping

**Bill to Name:** City of South Lake Tahoe

**Bill to Address:** , California,  United States

**Ship to Name:** City of South Lake Tahoe

**Ship to Address:** , California,  United States

## Your EV Charging Industry Expert

**Prepared by:** Aaron Muellerleile

**Phone:** (925) 784-7366

**Email:** amuellerleile@blinkcharging.com

## Quote Details

**Quote Name:** OPP-75524: City of South Lake Tahoe - Phase 1 - Public

**Quote Number:** Q-25328

**Created Date:** 05-20-2024

## Reference

| Product Name | Qty | List Price | Discount | Net Price | Subtotal |
|---|---|---|---|---|---|
| BLNK S8 MODEL 880 L2 - 80A - 23FT - ISO | 7 | $11,866.00 | 31.25% | $8,158.45 | $57,109.15 |
| NETWORK SERVICE - PUBLIC | 7 | $480.00 | 0.00% | $480.00 | $3,360.00 |
| WARRANTY - LIMITED 1 YEAR - PARTS AND LABOR | 7 | $0.00 | 0.00% | $0.00 | $0.00 |
| Blink Care - L2 | 7 | $599.00 | 20.03% | $479.00 | $3,353.00 |

| | | | | | |
|---|---|---|---|---|---|
| BLNK MOUNT - ANCHOR PLATE (S5/S6/S7/S7+/S8/S8+) | 7 | $55.00 | 100.00% | $0.00 | $0.00 |
| BLNK CMS MOUNTING KIT - PEDESTAL (S5/S6/S7/S7+/S8/S8+) | 7 | $55.00 | 100.00% | $0.00 | $0.00 |
| BLNK MOUNT - PEDESTAL (S7/S7+/S8/S8+) | 7 | $254.00 | 100.00% | $0.00 | $0.00 |
| BLNK CMS - DUAL - 80A (S7+/S8+) | 7 | $770.00 | 100.00% | $0.00 | $0.00 |
| 1 Additional Year Warranty Service (S8/S8+) | 7 | $500.00 | 24.15% | $379.24 | $2,654.68 |
| FREIGHT | 1 | $1,750.00 | 0.00% | $1,750.00 | $1,750.00 |

| | |
|---|---|
| **Total Price:** | $68,226.83 |
| **Estimated Grand Total:** | $68,226.83 |

*Please Note: Shipping and Handling is an estimate. The actual lead time starts when the client approves the order acknowledgement and provides a ship date. Final cost will be provided upon shipment based on destination.

Sales tax will be charged in select states based on the current rate and the ship to address unless a sales tax exemption form is received prior to shipping.

Tax Exempt

Tax Exempt #:

## Cellular Repeater

Please note you may or may not need a cellular repeater at your location.

Some locations, like garages and areas where the cell signal is weak may require a cellular repeater system to make sure they receive a signal. A cellular repeater captures an available signal using an antenna and then amplifies it, then repeats the signal inside the garage or area that has a weak signal.

## This Signed Document Shall Serve as a Purchase Order for the Proposed Project

Price does not include final shipping fees nor sales tax.
Cancelled or returned DCFC/Specialty product are subject to a 20% fee.
Quoted price is valid for 30 days from
Created Date.
Payment terms are NET 30 from date of invoice per standard Blink Terms and Conditions, located at https://blinkcharging.com/terms-conditions

**By signing you are committing to order the charging solution as defined.**

**Accepted By** Name:

Signature:

Date:

# EV Charging Solutions

## About Blink

Blink Charging is a leading global designer, manufacturer, owner, operator and provider of electric vehicle (EV) charging equipment and services. As a complete vertically-integrated EV charging company, our industry-leading equipment and robust network of public charging stations are meeting the growing needs of millions of EV drivers everywhere.

Why Choose Blink?

- Flexible business models to meet your needs
- Global cloud-based network to power your management and visibility
- Full range of Residential and Commercial Level 2 and DC fast charging stations
- Commitment to exceptional customer experience with dedicated account management and 24/7 driver support
- Financing and leasing options available




BlinkCharging.com

## Customer Details

**Contact Name:** Sara Letton

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**Account Name:** City of South Lake Tahoe

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## Billing and Shipping

**Bill to Name:** City of South Lake Tahoe

**Bill to Address:** , California,  United States

**Ship to Name:** City of South Lake Tahoe

**Ship to Address:** , California,  United States

## Your EV Charging Industry Expert

**Prepared by:** Aaron Muellerleile

**Phone:** (925) 784-7366

**Email:** amuellerleile@blinkcharging.com

## Quote Details

**Quote Name:** OPP-79548: City of South Lake Tahoe - Rec Center

**Quote Number:** Q-25388

**Created Date:** 05-21-2024

## Reference

| Product Name | Qty | List Price | Discount | Net Price | Subtotal |
|---|---|---|---|---|---|
| BLNK S8 MODEL 880 L2 - 80A - 23FT - ISO | 3 | $11,866.00 | 31.25% | $8,158.45 | $24,475.35 |
| NETWORK SERVICE - PUBLIC | 3 | $480.00 | 0.00% | $480.00 | $1,440.00 |
| WARRANTY - LIMITED 1 YEAR - PARTS AND LABOR | 3 | $0.00 | 0.00% | $0.00 | $0.00 |
| Blink Care - L2 | 3 | $599.00 | 20.03% | $479.00 | $1,437.00 |

| | | | | | |
|---|---|---|---|---|---|
| BLNK MOUNT - ANCHOR PLATE (S5/S6/S7/S7+/S8/S8+) | 5 | $55.00 | 100.00% | $0.00 | $0.00 |
| BLNK CMS MOUNTING KIT - PEDESTAL (S5/S6/S7/S7+/S8/S8+) | 3 | $55.00 | 100.00% | $0.00 | $0.00 |
| BLNK MOUNT - PEDESTAL (S7/S7+/S8/S8+) | 3 | $254.00 | 100.00% | $0.00 | $0.00 |
| BLNK CMS - DUAL - 80A (S7+/S8+) | 3 | $770.00 | 100.00% | $0.00 | $0.00 |
| 1 Additional Year Warranty Service (S8/S8+) | 3 | $500.00 | 24.15% | $379.24 | $1,137.72 |
| FREIGHT | 1 | $600.00 | 0.00% | $600.00 | $600.00 |

| | |
|---|---|
| **Total Price:** | $29,090.07 |
| **Estimated Grand Total:** | $29,090.07 |

*Please Note: Shipping and Handling is an estimate. The actual lead time starts when the client approves the order acknowledgement and provides a ship date. Final cost will be provided upon shipment based on destination.

Sales tax will be charged in select states based on the current rate and the ship to address unless a sales tax exemption form is received prior to shipping.

Tax Exempt

Tax Exempt #:

## Cellular Repeater

Please note you may or may not need a cellular repeater at your location.

Some locations, like garages and areas where the cell signal is weak may require a cellular repeater system to make sure they receive a signal. A cellular repeater captures an available signal using an antenna and then amplifies it, then repeats the signal inside the garage or area that has a weak signal.

## This Signed Document Shall Serve as a Purchase Order for the Proposed Project

Price does not include final shipping fees nor sales tax.
Cancelled or returned DCFC/Specialty product are subject to a 20% fee.
Quoted price is valid for 30 days from
Created Date.
Payment terms are NET 30 from date of invoice per standard Blink Terms and Conditions, located at https://blinkcharging.com/terms-conditions

**By signing you are committing to order the charging solution as defined.**

**Accepted By** Name:

Signature:

Date:

# ATTACHMENT B

## Fee Schedule

These Fee Schedules are provided for year 1 and shall be adjusted annually based on the San Francisco-Bay Are Consumer Price Index (CPI).

## UPDATED PRICING FOR South Lake Tahoe, CA (PUBLIC & FLEET)

*Blink's Full Product Line Offering*

| | PURCHASE OPTION | |
|---|---|---|
| **Proposed Product** | **Total Purchase (HW & Comm.) Per Unit** | **Annual O&M Cost Per Unit** |
| **L2 MODEL 1:**<br>**Series 7 Enhanced (80 Amp), 23ft cable, ISO, W/ Pedestal or Wall Mount** | **$6,188.15** | **$1,338.24** |
| ***L2 MODEL 2:**<br>**Series 8 Enhanced (80 Amp), 23ft cable, ISO, Credit Card Reader, W/ Pedestal or Wall Mount** | **$8,158.45** | **$1,338.24** |
| **L2 MODEL 3:**<br>**Blink Series 7 (48 Amp), 18ft cable, W/ Pedestal or Wall Mount** | **$4,694.75** | **$1,338.24** |
| **L2 MODEL 4:**<br>**Blink Series 7 Plus (80amp), 25ft Cable, W/ Pedestal or Wall Mount** | **$5,834.75** | **$1,338.24** |
| **L2 MODEL 5:**<br>**Blink Series 8 (48 Amp), 18ft Cable, Credit Card Reader, W/ Pedestal or Wall Mount** | **$6,404.75** | **$1,338.24** |
| **L2 MODEL 6:**<br>**Blink Series 8 (80 Amp), 25ft Cable, Credit Card Reader, W/ Pedestal or Wall Mount** | **$7,552.35** | **$1,338.24** |
| **L2 MODEL 7:**<br>**Blink MQ 200, (50 Amp), Intelligent, Wall Mount** | **$1,470.50** | **$949.44** |
| **L2 MODEL 8:**<br>**Blink HQ 200, (50 Amp), Smart, Wall Mount**<br>*Note: This model does not include Network, Maint, or Install Fees* | **$699.00** | **$79.80** |
| **L2 MODEL 9:**<br>**Blink Mobile Charger, 32A**<br>*Note: This model does not include Maint or Install Fees* | **$4,275.00** | **$475.80** |

**** For the public charging offering we previously offered Series 8 Enhanced which qualifies for rebates such as communities in charge and NEVI. The Series 7 option is the same model without the Credit Card reader for any location where this may be requested***

## UPDATED PRICING FOR South Lake Tahoe, CA (PUBLIC & FLEET)

*Blink's Full Product Line Offering*

| | PURCHASE OPTION | |
|---|---|---|
| **Proposed Product** | **Total Purchase (HW & Comm.) Per Unit** | **Annual O&M Cost Per Unit** |
| **DCFC MODEL 1:** Blink Series 9 (30kW), 60 Amp, 15ft Cable, Credit Card Reader, W/ Pedestal | $14,343.40 | $3,629.04 |
| **DCFC MODEL 1:** Blink Series 9 (30kW), 60 Amp, 15ft Cable, Credit Card Reader, W/ Wall Mount | $14,091.40 | $3,629.04 |
| **DCFC MODEL 2:** Blink 30kW DCFC Wall Mount - 100 Amps / 1000VDC with CCS1 (~16ft); 4G Modem | $15,391.00 | $3,629.04 |
| **DCFC MODEL 3:** Blink 60kW DCFC - 140 Amps / 1000VDC with CCS1 & CCS1(~16ft) ; 4G Modem | $30,691.00 | $4,361.04 |
| **DCFC MODEL 4:** Blink 120kW DCFC All In One Charger - 300 Amps / 1000VDC with CCS1 & CCS1(16ft); 4G Modem | $54,991.00 | $4,661.04 |
| ****DCFC MODEL 5:** Blink 180kW DCFC All In One Charger - 300 Amps / 1000VDC with CCS1 & CCS1 (16 ft); 4G Modem (Pre-BAA Waiver Model) | $64,199.00 | $5,061.00 |
| ****DCFC MODEL 6:** Blink 180kW DCFC All In One Charger - 300 Amps / 1000VDC with CCS1 & CCS1 (16 ft); 4G Modem (Post-BAA Waiver Model) | $107,668.00 | $5,061.00 |
| **DCFC MODEL 7:** Blink 240kW DCFC All In One Charger - 300 Amps / 1000VDC with CCS1 & CCS1(~16ft); 4G Modem | $89,191.00 | $5,460.96 |
| **DCFC MODEL 8:** Blink CTX-HPC-SA-300kW-w/500A 16ft & w/300A 16ft Cable w/CC w/Cable Management | $135,991.00 | $8,961.00 |
| ****DCFC MODEL 9:** Blink CTX-HPC-SA-360kW-w/500A 16ft & w/500A 16ft Cable w/CC w/Cable Management (Pre-BAA Waiver Model) | $160,999.00 | $9,861.00 |
| ****DCFC MODEL 10:** Blink CTX-HPC-SA-360kW-w/500A 16ft & w/500A 16ft Cable w/CC w/Cable Management (Post-BAA Waiver Model) | $199,335.00 | $9,861.00 |

*** DCFC Models submitted in initial proposal due to the fact that they qualify for programs such as CALeVIP and NEVI.*

# ATTACHMENT C

## Payment Schedule

The City commits to providing payment according to the following payment schedule:

- 20% at the Time of Notice to Proceed (NTP) for each Task Order,
- 50% upon delivery, and
- 30% at successful completion of testing, commissioning, and acceptance.
- Operations and Maintenance shall be billed annually per Attachment B and each authorized Task Order.

**The Contractor shall invoice the City based on the above schedule.**

# ATTACHMENT D

## Insurance Requirements

1. INSURANCE COVERAGES AND AMOUNTS

(A) Insurances, as described in this Special Provision section and other related sections of the Standard Specifications, Special Provisions and the Contract Documents, shall be maintained by the Contractor for the full life of the contract including the maintenance and warranty period for any and all portions of this contract. The company or companies providing such insurance shall have no recourse against the City, and their members, directors and employees, or any of them, for payment of any premiums or assessments under such insurance.

(B) In addition to the minimum limits of liability for insurance, as required by Section 7-1.06 "Insurance," of the Standard Specifications, the following provisions shall also apply to this Project:

**Workers Compensation:**

Contractor shall take out and maintain during the life of the Agreement, workers' compensation insurance for all Contractor's employees employed at the site of improvements and if any work is sublet, Contractor shall require subcontractor similarly to provide workers' compensation insurance for all of the latter 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, the for any damage resulting to it from failure of either Contractor or subcontractor to take out or maintain such insurance.

If such insurance is underwritten by any agency other than State Compensation Fund, such agency shall be a company authorized to do business in the State of California.

Worker's Compensation Insurance shall be provided as required by any applicable law or regulation. Employer's liability insurance shall be provided in amounts not less than ONE MILLION DOLLARS (1,000,000) each accident for bodily injury by accident, ONE MILLION DOLLARS (1,000,000) policy limit for bodily injury by disease, and ONE MILLION DOLLARS (1,000,000) each employee for bodily injury by disease.

If there is an exposure of injury to Contractor's employees under the U.S. Longshoremen's and Harbor Worker's Compensation Act, the Jones Act, or under laws, regulations, or statutes applicable to maritime employees, coverage shall be included for such injuries or claims.

Each Workers' Compensation policy shall be endorsed with the following language:

Cancellation Notice – Contractor shall provide immediate written notice if (1) any of the required insurance policies is terminated; (2) the limits of any of the required polices are reduced; (3) or the deductible or self-insured retention is increased.

Contractor and its insurer(s) shall waive any right of subrogation against the City and its officials, officers, employees, agents and representatives.

Contractor shall require all subcontractors, of ay tier, to maintain adequate Workers' Compensation insurance. Certificates of Workers' Compensation shall be submitted pursuant to the Contract Documents.

**Commercial General Liability:**

In addition to all other insurance requirements as set forth in the Contract Documents, Contractor shall procure and maintain during the life of this Agreement such liability and property damage insurance and shall protect the City, the City Council and all elective and appointive boards, officers, agents and employees and contractors from any claims for damages for personal injury, including death, as well as from claims for property damages which may arise from Contractor's ongoing and completed operations under this Agreement, whether such operation be by the Contractor or by any subcontractor, or by anyone directly or indirectly employed by either Contractor or any subcontractor, and the type and amounts of such insurance shall be as follows:

Contractor shall maintain Commercial General Liability (Occurrence) insurance no less broad than ISO form CG 00 01 covering all operations by or on behalf of Contractor, and all Work under the Contract Documents, and providing insurance for bodily injury liability and property damage liability for the limits of liability indicated herein and including coverage for contractual liability insuring the obligations assumed by Contractor in this Agreement.

The limits of liability for any Commercial General Liability (Occurrence) policy shall be in amounts not less than:

- ONE MILLION DOLLARS ($1,000,000) each occurrence (combined single limit for bodily injury and property damage)
- ONE MILLION DOLLARS ($1,000,000) Personal Injury Liability
- TWO MILLION DOLLARS ($2,000,000) for Products-Completed Operations
- ONE MILLION DOLLARS ($1,000,000) General Aggregate

If the policy does not have an endorsement providing that the General Aggregate Limit applies separately, or if defense costs are included in the aggregate limits, then the required aggregate limits shall be THREE MILLION DOLLARS ($3,000,000).

**Contractor's Pollution Liability Insurance**

Contractor shall maintain Contractor's Pollutions Liability (Occurrence) insurance in an amount no less than ONE MILLION DOLLARS ($1,000,000) per pollution incident and TWO MILLION DOLLARS ($2,000,000) aggregate. Coverage must apply to pollution incidents at or from any location at which the Contractor is performing under this Agreement. Prior written consent of the City is required if the insurance has a deductible or self-insured retention in excess of $25,000.

**Cyber Liability Insurance**
Cyber Liability Insurance with limits not less than one million dollars ($1,000,000) per claim, two million dollars ($2,000,000) aggregate. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Vendor in this agreement and shall include, but not limited to, claims involving security breach; system failure; data recovery; business interruption; cyber extortion; social engineering; infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, and alteration of electronic information. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties, and credit monitoring expenses with limits sufficient to respond to these obligations. Vendor's policy shall be primary and shall not seek contribution from the City's coverage, shall contain a waiver of subrogation in favor of the City, and shall be endorsed to provide that City and its officers, officials, employees, agents, and volunteers are additional insureds. Any failure to comply with the reporting provisions of the policy by Vendor shall not affect coverage provided to the City. If Vendor maintains broader coverage and/or higher limits than the minimums listed above, City requires and shall be entitled to the broader coverage and/or higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to City.

**Umbrella or Excess Liability Insurance**
In addition to the insurance requirement above, Contractor shall provide Umbrella or Excess Liability Insurance in an amount no less than TEN MILLION DOLLARS ($10,000,000) based on the Commercial Liability Insurance. The umbrella or excess policy shall provide that the policy takes effect (drops down) in the event the primary limits are impaired or exhausted.

**Additional Liability Insurance:**
Contractor shall maintain automobile liability insurance covering bodily injury and property damage in an amount not less than ONE MILLION DOLLARS ($2,000,000) combined single limit for each accident.

Covered vehicles shall include owned, non-owned, and hired automobiles and trucks. Such insurance is a condition precedent of the City entering into the Agreement. To the extent this section of the Special Provisions is inconsistent with Section 7-1.05 and 7-1.06 of the Standard Specifications, the stricter of the two shall apply to this Project.

**Conformity of Coverage:**
If more than one policy is used to meet the required coverage, such as a separate umbrella policy, such policies shall be consistent with all other applicable policies used to meet these minimum requirements. For example, all polices shall be Occurrence Liability policies or all shall be Claims Made Liability policies, if approved as noted above. In no cases shall the types of policies be different.

**Endorsements:**
Each Commercial General Liability policy shall be endorsed with the following specific language (or, alternatively, separate endorsements for each separate entity identified below):

1. "The City of South Lake Tahoe, the, their respective officers, agents, employees, and volunteers are to be covered as insured for all liability arising out of the operations by or on behalf of the named insured in the performance of this Agreement."; and "The insurance provided by the Contractor, including any excess liability or umbrella form coverage, is primary coverage with respect to any insurance or self-insurance programs maintained by [CONTRACTOR] and no insurance held or owned by the City of South Lake Tahoe, shall be called upon to contribute to a Contractor loss.

   Contractor shall provide immediate written notice if (1) any of the required insurance policies is terminated; (2) the limits of any of the required polices are reduced; (3) or the deductible or self-insured retention is increased."

2. The policies shall stipulate that the insurance afforded the additional insured applies as primary insurance. Any other insurance or self-insurance maintained by the City is excess only and shall not be called upon to contribute with this insurance.

(C) The following additional conditions apply to the insurance requirements the following shall apply to this Project:

1. Within ten (10) calendar days after the Contractor has received notice from the City that the Agreement has been awarded to the Contractor and before the Work commences, Contractor shall satisfy all conditions precedent as set forth in the Contract Documents, including, without limitation, that Contractor shall submit to the City acceptable Certificates of Insurance and with original policy endorsements which specifically state the following:

   (a) The existence of the required amounts of coverage.
   (b) The effective and expiration dates of the policy.
   (c) The types of coverage provided by the policy.

2. Written statement from the agent or broker issuing the policy confirming that the required insurance(s) is an Occurrence policy.

3. The City reserves the right to review the original policy, if deemed necessary by the City to resolve any questions of coverage or exception.

4. The City may expressly allow deductive clause, which it does not consider excessive, overly broad, or harmful to the interests of the City. Regardless of the allowance of exclusion or deductions by the City, the Contractor is responsible for any deductible amount and shall warrant that the coverage provided to the City is in accordance with this Section.

5. Certificates of insurance shall be signed by a person authorized by the insurer to bind coverage on its behalf.

6. List job name on certificate of insurance under “Description of Operations.”

In the event the policy is canceled prior to the completion of the project and the Contractor does not furnish a new policy endorsement prior to cancellation, the City may obtain the required insurance and deduct the premium(s) from contract monies due the Contractor.

(D) No later than the time the Notice to Proceed is issued, or at any other time as may be directed in writing by the City, the Contractor shall provide written evidence of insurance coverages, in a form acceptable to the City (i.e., insurance certificates appropriately issued), for each supplier, subcontractor and sub-subcontractor whose initial subcontract and/or purchase order price is equal to or in excess of 5% of the Contract Sum. The insurance coverages (both as to types and amounts) to be procured by each supplier, subcontractor or sub-subcontractor performing work having a value equal to or in excess of 5% of the Contract Sum, shall meet or exceed the minimum insurance coverages as set forth in the Contract Documents, unless the City agrees, in writing, that compliance with this requirement is waived. It shall be the obligation of the Contractor to promptly provide acceptable written evidence to the City demonstrating that each supplier, subcontractor or sub-subcontractor that will perform work having a value equal to or in excess of 5% of the Contract Sum has obtained and possesses all insurance coverages in accordance with the requirements of the Contract Documents.

# ATTACHMENT E

## Anti-Lobbying Certification

**Vendor 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.

Vendor:
Name, Title

By:_____

# ATTACHMENT F

## CITY OF SOUTH LAKE TAHOE

## 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 _____) certifies to the best of his or her knowledge and belief, that the _____, defined as the primary participant in accordance with 45 C.F.R. Part 76, and its principals:

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: _____ Bidder's Signature: _____

Bidder's Name and Title (Print): _____

# ATTACHMENT G

# TASK ORDER TEMPLATE

**CITY OF SOUTH LAKE TAHOE**

**MASTER CONTRACT SERVICES AGREEMENT**

**DATED _____**

**WITH BLINK NETWORK, LLC.**

**TASK ORDER NO. ____**

**Project Title: __EV Charging Stations (EVCS) for _____**

**Contract Amount: $_____**

THIS TASK ORDER is entered into on _____, 202__ between the City of South Lake Tahoe**,** a municipal corporation ("City")**,** and Blink Inc., ("Contractor").

RECITALS

A. The City and Contractor have entered into a Master Contract Services Agreement ("Agreement") dated _____ under which the Contractor has agreed to furnish, test, commission and provide Operations and Maintenance (O&M), Management and financial transactions for Electric Vehicle Charging Stations (EVCS), perform certain professional services for the City; and

B. Pursuant to the terms of the Agreement, the City wishes Contractor to perform certain tasks as set forth in this Task Order, which constitute the Project;

NOW, THEREFORE, City and Contractor agree as follows:

## AGREEMENT

1. Scope of services. The contractor shall provide any and all of the services set forth in Exhibit A of this Task Order, dated/titled _____, as directed by the City.

_____ shall be the Project Manager for Contractor for this Task Order. Additional professional services may be performed by other Contractor staff with prior notice and approval by City.

a. City's duties. The City will:

(1) Determine the scope of services, as set forth in Exhibit A.

(2) Design and Construct the infrastructure required for installation of the EVCS.

(3) Coordinate with Liberty Utilities for Power Connections.

(3) Designate Ms. Sara Letton as the person at the City responsible for monitoring performance under this Task Order.

b. Contractor duties. The Contractor will:

(1) Furnish and deliver the number of EVCS as identified in Exhibit A, Scope of Services.
(2) Conduct Testing, Commissioning and Acceptance of EVCS for Agency Installed EVCS.
(3) Provide Operations and Maintenace (O&M) of the EVCS stations on an on-going basis for the duration of the time as identified in Exhibit A, Scope of Services.
(4) Provide Project Management and financial Transactions (for Public Facing EVCS), remit payment to the City for revenue collected based on city-approved charging rates and retain all financial records for at least seven (7) years.
(5) Provide on-going 24x7 troubleshooting support and response.
(6) Provide miscellaneous other services related to the Project and not stipulated elsewhere in this Task Order when requested by the City for optimum performance of the EVCS. A Task Order Amendment is required if these additional services cannot be performed within the Task Order budget.
(7) Connect chargers to The Blink Network, including the advantages, technology and supports as described in the Proposal.

2. Date of completion; Work hours estimate; Cost estimate and budget; Fee schedule.

With regard to each project given to Contractor that is subject to this Task Order, the time of completion, work hours estimate, cost estimate and budget and fee schedule are set forth in Exhibit A to this Task Order.

3. Authorization to proceed.

The City will give Contractor authorization to proceed with the work specified in this Task Order only after Contractor submits updated insurance certificates and endorsements, in accordance with Section 10 of the Agreement.

4. Master Agreement terms; Conflicts.

Except as expressly otherwise provided herein, all terms of the Agreement shall apply to the Contractor in the performance of work pursuant to this Task Order. If there is a conflict between this Task Order and the Agreement, this Task Order shall control.

4. Amendment of Task Order; Conflicts.

Except as provided in Section 1(b)(2) above, this Task Order may not be modified except by an Amended Task Order executed and approved in the same manner as the Task Order.

5. Signatures. The parties have executed this Task Order as of the date first written above.

| **CITY OF SOUTH LAKE TAHOE** | **CONTRACTOR** |
|---|---|
| By: _____<br>Sara Letton, Sustainability Coordinator<br><br>By: _____<br>Anush Nejad, Public Works Director<br><br>**Reviewed By**<br><br>By: _____<br>Heather Stroud, City Attorney | By: _____<br>Name: _____<br>Title: _____<br><br>(if Contractor is a corporation, add signature of second corporate officer)<br><br>By: _____<br>Name: _____<br>Title: _____ |

Exhibits:

A Scope of work dated/titled _____, time of completion, work hours estimate, cost estimate and budget, and fee schedule (Contractor's current rate)

# ATTACHMENT H

**CITY OF SOUTH LAKE TAHOE**

**MASTER CONTRACT SERVICES AGREEMENT**

**DATED June 18, 2024**

**WITH BLINK NETWORK, LLC.**

**TASK ORDER NO. 1**

**Project Title: EV Charging Stations (EVCS) for Bellamy Parking Garage and the new Multi-Generational Recreation and Aquatics Center**

**Contract Amount: $97,316.90**

THIS TASK ORDER is entered into on June 18, 2024 between the City of South Lake Tahoe**,** a municipal corporation ("City")**,** and Blink Network LLC, ("Contractor").

RECITALS

A. The City and Contractor have entered into a Master Contract Services Agreement ("Agreement") dated _____June 18, 2024_____ under which the Contractor has agreed to furnish, test, commission and provide Operations and Maintenance (O&M), Management and financial transactions for Electric Vehicle Charging Stations (EVCS), perform certain professional services for the City; and

B. Pursuant to the terms of the Agreement, the City wishes Contractor to perform certain tasks as set forth in this Task Order, which constitute the Project.

NOW, THEREFORE, City and Contractor agree as follows:

## AGREEMENT

1. Scope of services. The contractor shall provide any and all of the services set forth in Exhibit A of this Task Order, dated/titled ____June 18, 2024_____, as directed by the City.

**Aaron Muellerleile** shall be the Project Manager for Contractor for this Task Order. Additional professional services may be performed by other Contractor staff with prior notice and approval by City.

a. City's duties. The City will:

(1) Determine the scope of services, as set forth in Exhibit A.

(2) Design and Construct the infrastructure required for installation of the EVCS.

(3) Coordinate with Liberty Utilities for Power Connections.

(3) Designate Ms. Sara Letton as the person at the City responsible for monitoring performance under this Task Order.

b. Contractor duties. The Contractor will:

(1) Furnish and deliver the number of EVCS as identified in Exhibit A, Scope of Services.
(2) Conduct Testing, Commissioning and Acceptance of EVCS for Agency Installed EVCS.
(3) Provide Operations and Maintenace (O&M) of the EVCS stations on an on-going basis for the duration of the time as identified in Exhibit A, Scope of Services.
(4) Provide Project Management and financial Transactions (for Public Facing EVCS), remit payment to the City for revenue collected based on city-approved charging rates, and retain all financial records for at least seven (7) years.
(5) Provide on-going 24x7 troubleshooting support and response.
(6) Provide miscellaneous other services related to the Project and not stipulated elsewhere in this Task Order when requested by the City for optimum performance of the EVCS. A Task Order Amendment is required if these additional services cannot be performed within the Task Order budget.
(7) Connect chargers to The Blink Network, including the advantages, technology and supports as described in the Proposals.

2. Date of completion; Work hours estimate; Cost estimate and budget; Fee schedule.

With regard to each project given to Contractor that is subject to this Task Order, the time of completion, work hours estimate, cost estimate and budget and fee schedule are set forth in Exhibit A to this Task Order.

3. Authorization to proceed.

The City will give Contractor authorization to proceed with the work specified in this Task Order only after Contractor submits updated insurance certificates and endorsements, in accordance with Section 10 of the Agreement.

4. Master Agreement terms; Conflicts.

Except as expressly otherwise provided herein, all terms of the Agreement shall apply to the Contractor in the performance of work pursuant to this Task Order. If there is a conflict between this Task Order and the Agreement, this Task Order shall control.

4. Amendment of Task Order; Conflicts.

Except as provided in Section 1(b)(2) above, this Task Order may not be modified except by an Amended Task Order executed and approved in the same manner as the Task Order.

5. Signatures. The parties have executed this Task Order as of the date first written above.

| **CITY OF SOUTH LAKE TAHOE** | **CONTRACTOR** |
|---|---|
| By: _____<br>Sara Letton, Sustainability Coordinator<br><br>By: _____<br>Anush Nejad, Public Works Director<br><br>**Reviewed By**<br><br>By: _____<br>Heather Stroud, City Attorney | By: _____<br>Name: _____<br>Title: _____<br><br>(if Contractor is a corporation, add signature of second corporate officer)<br><br>By: _____<br>Name: _____<br>Title: _____ |

Exhibits:

A Scope of work dated/titled June 18, 2024, including time of completion, work hours estimate, cost estimate and budget, and fee schedule (Contractor's current rate)

# EXHIBIT A OF TASK ORDER 1—Scope of Services

A. Date to commence service.
    a. June 18, 2024 and upon the issuance of Notice to Proceed by the City.
B. Addresses for delivery of units.
    a. Blink Network, LLC shall coordinate with the City and Contractor to determine the time and location of the delivery of the equipment.
        i. Bellamy Parking Garage (Contractor for Installation - TBD)
        ii. Multigenerational Recreation and Aquatics Center (Roebbelen Contracting Inc.)
C. Time of completion.
    a. Bellamy Parking Garage: Priority #1. Units should be ordered immediately. City intends to install the units by September 2024.
    b. Multigenerational Recreation and Aquatics Center. Priority #2. City intends to install by Summer of 2025.
D. Cost estimate and budget.
    a. Bellamy Parking Garage:
        i. Series 8 Enhanced (80 Amp), 23ft cable, ISO, Credit Card Reader, W/ Pedestal
            1. Seven (7) Type II, dual port units + Seven (7) annual O & M subscriptions + Freight, Taxes, Testing, Commissioning and Acceptance, according to attached proposal, Q-25328.
                a. Annual O&M: $1338.24 and will increase annually according to the CPI.
            2. Total due, payment according to Payment Schedule and including freight: **$68,226.83.**
    b. Multigenerational Recreation and Aquatics Center
        i. Series 8 Enhanced (80 Amp), 23ft cable, ISO, Credit Card Reader, W/ Pedestal
            1. Three (3) Type II dual port units + Three (3) annual O & M subscriptions + Freight, Taxes, Testing, Commissioning and Acceptance, according to attached proposal, Q-25388.
                a. Annual O&M: $1338.24 and will increase annually according to the CPI.
            2. Total due, payment according to Payment Schedule and including freight: **$29,090.07**.

# BLINK NETWORK TERMS AND CONDITIONS

**Last Modified: June 6, 2024**

This Blink Network, LLC ("Blink," "we," or "us") Account Agreement and its terms and conditions (the "Agreement" or "Terms and Conditions") apply between all users ("Users," "User," "you," or "your") of this website ("Website" or "Site") the Blink mobile application ("Mobile Application"), Blink Charging Stations, the Blink Network, and/or the Blink API, including but not limited to registered members, and, Blink Charging Co. (and its subsidiaries and affiliates), the owner of this Website and the Mobile Application.

By installing and operating a Blink electric vehicle ("EV") EV charger on the Blink Network; opening a Blink account and/or using a Blink-issued user card and/or using a Blink-provided user code or guest code ("Code"), and/or using the Blink networked EV charging services ("Blink Network"), you agree to the terms specified in this Agreement. These Terms and Conditions apply to the use of and (where applicable) purchase of products and services, including but not limited to use of supportive services and information posted to the Site and/or the Mobile Application. Please read these Terms and Conditions carefully, as they affect your legal rights.

Upon entering into this Agreement with Blink, you may have recently purchased a Blink Charging Station, purchased and/or were provided with one or more radio frequency identification ("RFID") card(s) and/or you may have received a Code that will allow you access to the public and/or residential Electric Vehicle ("EV") charging stations on the Blink Network (each, a "Blink Charging Station"). This Agreement applies to and is made part of each application you may submit to open an account with the Blink Network ("Blink Account"). By submitting an application to open a Blink Account, you acknowledge and consent to the Terms and Conditions of this Agreement, and to Blink's Privacy Policy (blinkcharging.com/privacy-policy), all of which may be updated from time to time without giving notice to its Users. In addition, this Agreement may be changed at any time without prior notice. All such changes shall be posted on this Website and/or on the Mobile Application. You should check the Website and/or Mobile Application for such changes frequently. Your continued access to, and use of, the Blink Charging Stations and any applicable ancillary services, including, but not limited to the use of and/or access to the Blink Network and/or the Blink's Website, API, or Mobile Application (the "Services"), after such changes are posted, conclusively demonstrates your acceptance of those changes. You acknowledge and agree that Blink may collect, on behalf of itself and/or its clients ("Hosts") non-personally identifying data relating to the usage of Blink Charging Stations and the fees charged to Users by such Hosts for access to the Blink Charging Stations. All such information may be shared by Blink with third parties at Blink's sole and absolute discretion. The way we use your information is detailed in our Privacy Policy.

**1. Fees.** You agree to pay all applicable fees ("Fees") for connecting to the network, accessing Blink Charging Stations, or those fees associated with any use of the Services, including using your RFID card(s) at a Blink Charging Station, or remotely, through a customer service agent at your request, or by using a Code or any application embedded in a smartphone or in similar technology.

**2. Permitted Use.** Use the Services solely in accordance with instructions provided to you by Blink. You hereby agree to comply with all applicable laws and regulations, as well as any policies and rules set by a Host (either the owner of the Blink Charging Station or the owner of the property on which the Blink Charging Station is located) when using Blink Charging Stations and/or Services.

**3. Statements.** You are required to promptly review your Blink statements and/or other payment method statements related to the Services (such as your credit card statement) and notify Blink's customer service in writing of any issues you might have regarding the Fees. All Fees not contested within 30 days of the corresponding statement date will be: (i) in the case of Fees not yet paid, deemed due and payable; and (ii) in the case of Fees already paid, non-refundable.

**4. Update Your Information.** You are required to promptly update your online account information, including changes to your name, email address, mailing address, telephone number, credit card information (including credit card number, expiration date, and billing address) upon the occurrence of any change to such information. Failure to update your information may result in account cancellation. You will remain liable for all Fees billed to your Blink Account until the date your Blink Account is canceled by you or Blink.

**5. Billing.** You may use an RFID card or a Code to pay Fees on any Blink Charging Station you are allowed to use (with explicit or implicit permission from the Host). When using your RFID card for payment of Fees, the Blink EV Charging Station will read your RFID card or accept your Code, and a record of your transaction will be created. Fees will be charged to your Blink Account in accordance with the price configured by the Host and/or Blink for that specific Blink Charging Station. It is your responsibility to be made aware of the prices charged to your Blink Account and/or to your credit card. Make sure to keep your RFID card or Code secure, if you or any other person uses your RFID card or Code at a Blink Charging Station, you agree to pay the Fees specified thereof. You agree that Blink may share with its Hosts or another duly authorized party, any information specified in this Blink Account Agreement regarding your usage and payments for the purposes of processing and collecting fees and enforcing Blink Network's policies and related contractual obligations.

**6. Charging Fees.** Our Fees are charged: (i) by kilowatt-hour ("kWh") of energy dispensed to the vehicle; or (ii) by the time the vehicle is plugged into the Blink Charging Station rounded up to thirty-second intervals or 1-hour intervals, depending on the specific Blink Charging Station; or (iii) by a flat fee for the total session ("session-based rate"), depending on the location of the Blink Charging Station. Blink maintains an updated schedule of pricing rates by region on the Blink Network website (https://blinkcharging.com/drivers/pricing/). Additionally, certain Blink Charging Stations charge a non-refundable occupancy fee for cars plugged into the Blink Charging Station after the charging session has ended.

**7. Authorization Hold, Fees, and Charges.** Although you provide your credit card information when you apply for an RFID card or when you request a Code, your credit card will not be charged until you utilize a Blink Charging Station. Blink reserves the right to place an authorization hold of up to $100 on the provided payment method (the "**Authorization Hold**"). This Authorization Hold is temporary, and you will only be billed for the Fees incurred at the conclusion of your charging session. Please be advised that it may take up to seven (7) days for your financial institution to release the Authorization Hold.

**8. Collection**. In the event that payment on your credit card is declined, Blink may suspend or terminate your account. In addition, Blink may institute collection proceedings against you for all outstanding and unpaid balances, including all fees, costs or other expenses (including, without limitation, reasonable attorney fees) incurred by Blink in connection with its collection efforts.

**9. RFID Card Replacement.** If your RFID card fails to operate for reasons other than abuse or improper use and you return it to the Blink Customer Service Center, a replacement will be sent to you at no additional charge. If your RFID card is lost or stolen, please report the loss or theft immediately by accessing your Blink Account and updating the appropriate status, or, if you do not have access to the internet, inform Blink Customer Service immediately (see contact information at the end of this document). You remain liable for all Fees initiated with your RFID card or Blink Code until you have notified Blink that your RFID card has been lost or stolen. Blink Codes are good for use within three (3) days of purchase and are non-refundable.

**10. Information.** You agree that the information on your Service usage may be used by Blink to analyze averages, trends, and other anonymous patterns of usage, as per the Blink Privacy Policy as provided on the Blink Website. You agree that Blink may access your Blink Account your Blink Charger and/or your residential charger (if applicable) for service-related or data collection purposes and that Blink may share non-personally identifiable data with third parties in connection with government grants, private agreements, and/or other contractual obligations.

**11. Public Nature of Charging Stations**. By connecting your EV Charger to the Blink Network, unless you specifically request otherwise in writing, you are granting access to the EV Charger to all Blink members and guests. Such access is limited to utilizing the EV Charger for charging purposes.

## A. INTELLECTUAL PROPERTY

**1. Trademarks.** "BlinkCharging.com," "Blink Network," "Blink," and all logos related to the Services are either trademarks or registered trademarks of Blink or third parties. You may not copy, imitate or use them without Blink's prior written consent. Included in our intellectual property are all page headers, custom graphics, button icons, and scripts are service marks, trademarks, and/or trade dress of Blink. You may not copy, imitate, or use them without our prior written consent. All right, title and interest in and to the Blink website, any content thereon, the Services, the technology related to the Services, and any and all technology and any content created or derived from any of the preceding is the exclusive property of Blink and its licensors. BLINK is a U.S. and European Union registered trademark and service mark of Blink Charging Co. All other brand names, product names, or trademarks belong to their respective holders.

**2. Limited License.** If you are using Blink's software such as an API, developer's toolkit or other software application (the "Software") that you have downloaded to your computer, device, or other platform, then Blink is granting you a revocable, non-exclusive, non-transferable license to use the Software in accordance with the Blink licensing agreements. You may not rent, lease or otherwise transfer your rights in the Software to a third-party. You must comply with any use requirements and restrictions Blink may place on the Software and Services at Blink's sole discretion. If you do not comply with Blink's use requirements and restrictions you will be liable for all resulting damages suffered by you, Blink and third parties. Blink may change or discontinue any of the Software with or without notice to you.

**a. If your EV Charger is connected to the Blink Network, for the price agreed to between yourself and Blink, Blink grants you a revocable, non-exclusive, non-transferable license to use the Network and underlying Software in accordance with these Terms and Conditions.**

**b. You agree not to alter, reproduce, adapt, distribute, display, publish, reverse engineer, translate, disassemble, decompile or otherwise attempt to create any source code that is derived from the Software**. You acknowledge that all rights, title, and interest to the Software and Network are owned by Blink. Any third-party software application you use on Blink's website is subject to the license you agreed to with the third-party that provides you with their software. Blink does not own, control nor have any responsibility or liability for any third-party software application you elect to use on the Blink website and/or in connection with the Services.

**3. Restricted Activities.** In connection with your use of the Services or in the course of your interactions with Blink, other users, or third parties, you will not: Breach this Agreement, or any other agreement or policy that you have agreed to with Blink, or:

4.

a. Violate any law, statute, ordinance, or regulation;

b. Infringe on Blink's or any third-party's copyright, patent, trademark, trade secret or other intellectual property rights, or rights of publicity or privacy;

c. Act in a manner that is defamatory, trade libelous, threatening or harassing;

d. Provide false, inaccurate or misleading information;

e. Send what we reasonably believe to be potentially fraudulent funds;

f. Refuse to cooperate in an investigation or provide confirmation of your identity or any Information you provide to us;

g. Control an Account that is linked to another Account that has engaged in any of these Restricted Activities;

h. Take any action that imposes an unreasonable or disproportionately large load on our infrastructure; facilitate any viruses, Trojan horses, worms or other computer programming routines that may damage, detrimentally interfere with, surreptitiously intercept or expropriate any system, data or Information; use an anonymizing proxy; use any robot, spider, other automatic device, or manual process to monitor or

copy our website without our prior written permission; or use any device, software or routine to bypass our robot exclusion headers, or interfere or attempt to interfere with our website, mobile App, Blink API, or the Services;

i. Take any action that may cause us to lose any of the services from our Internet service providers, payment processors, or other suppliers;

j. Circumvent any Blink Policy or determinations about your Account such as temporary or indefinite suspensions or other limitations or restrictions, including, but not limited to, engaging in the following actions: attempting to create new or additional Account(s) when an Account has been restricted, suspended or otherwise limited; creating new or additional Accounts using Information that is not your own (e.g. name, address, email address, etc.); or using someone else's Account;

k. Harass or threaten our employees, agents, or other users.

**B. DISCLAIMER OF WARRANTIES**. YOUR USE OF THE SERVICES IS AT YOUR SOLE RISK. THE SERVICES IS PROVIDED ON AN "AS IS" AND "AS AVAILABLE" BASIS. BLINK EXPRESSLY DISCLAIMS ALL WARRANTIES OF ANY KIND, WHETHER EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE AND NON-INFRINGEMENT. BLINK MAKES NO WARRANTY THAT (i) THE SERVICES WILL MEET YOUR REQUIREMENTS OR EXPECTATIONS, OR (ii) THE OPERATION OF THE SERVICES WILL BE UNINTERRUPTED, TIMELY, SECURE, OR ERROR-FREE.

**C. LIMITATION OF LIABILITY**. YOU EXPRESSLY UNDERSTAND AND AGREE THAT BLINK SHALL NOT BE LIABLE FOR ANY INDIRECT, INCIDENTAL, SPECIAL, CONSEQUENTIAL OR EXEMPLARY DAMAGES, INCLUDING BUT NOT LIMITED TO, DAMAGES FOR LOSS OF PROFITS, GOODWILL, USE, DATA OR OTHER INTANGIBLE LOSSES (EVEN IF BLINK HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES), ARISING OUT OF OR IN ANY MANNER CONNECTED WITH THE USE OR PERFORMANCE OF THE SERVICES.

**D. Indemnity.** You agree to indemnify, protect, and hold harmless: (i) Blink and its directors, officers, employees, agents and distributors, and (ii) Hosts, and their respective directors, officers, employees and agents (collectively, the "Indemnified Parties") from all liability for any loss, damage or injury to persons or property arising from or related to your misuse or misapplication of the Services or otherwise for your negligence or misconduct.

To the maximum extent allowed by law, you agree to, and hereby do, release the Indemnified Parties from all liability for loss, damage, or injury whatsoever, known or unknown, arising out of or in any manner connected with the use or performance of the Services. You agree that none of the Indemnified Parties will incur any obligation or liability for any such loss, damage or injury to the maximum extent allowable by law. Your sole and exclusive remedy against the Indemnified Parties will be the replacement of any defective RFID card(s). Notwithstanding anything to the contrary herein, Blink's liability arising from Services and/or Blink Charging Stations shall not exceed the total Fees you have paid to Blink for the Services provided hereunder.

SOME JURISDICTIONS DO NOT ALLOW THE EXCLUSION OF CERTAIN WARRANTIES OR THE LIMITATION OR EXCLUSION OF LIABILITY FOR DIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES. ACCORDINGLY, PARTS OF, OR THE ENTIRE DISCLAIMER, LIMITATIONS, AND RELEASE MAY NOT APPLY TO YOU.

**E. AGREEMENT TO ARBITRATE.** You and Blink each agree that any and all disputes or claims that have arisen or may arise between you and Blink, including without limitation federal and state statutory claims, common law claims, and those based in contract, tort, fraud, misrepresentation or any other legal theory, shall be resolved exclusively through final and binding arbitration, rather than in court, except that you may assert claims in small claims court, if your claims qualify and so long as the matter remains in such court and advances only on an individual (non-class, non-representative) basis. This Agreement to Arbitrate is intended to be broadly interpreted. The Federal Arbitration Act governs the interpretation and enforcement of this Agreement to Arbitrate.

YOU AND BLINK AGREE THAT EACH OF US MAY BRING CLAIMS AGAINST THE OTHER ONLY ON AN INDIVIDUAL BASIS AND NOT AS A PLAINTIFF OR CLASS MEMBER IN ANY PURPORTED CLASS OR REPRESENTATIVE ACTION OR PROCEEDING. UNLESS BOTH YOU AND BLINK AGREE OTHERWISE, THE ARBITRATOR(S) MAY NOT CONSOLIDATE OR JOIN MORE THAN ONE PERSON'S OR PARTY'S CLAIMS AND MAY NOT OTHERWISE PRESIDE OVER ANY FORM OF A CONSOLIDATED, REPRESENTATIVE, OR CLASS PROCEEDING. ALSO, THE ARBITRATOR(S) MAY AWARD RELIEF (INCLUDING MONETARY, INJUNCTIVE, AND DECLARATORY RELIEF) ONLY IN FAVOR OF THE INDIVIDUAL PARTY SEEKING RELIEF AND ONLY TO THE EXTENT NECESSARY TO PROVIDE RELIEF NECESSITATED BY THAT PARTY'S INDIVIDUAL CLAIM(S). ANY RELIEF AWARDED CANNOT AFFECT OTHER BLINK USERS.

Arbitration is more informal than a lawsuit in court. Arbitration uses a neutral arbitrator or arbitrators instead of a judge or jury, and court review of an arbitration award is very limited. However, the arbitrator(s) can award the same damages and relief on an individual basis that a court can award to an individual. The arbitrator(s) also must follow the terms of this Agreement as a court would. All issues are for the arbitrator(s) to decide, except that issues relating to arbitrability, the scope or enforceability of this Agreement to Arbitrate, or the interpretation of subsection (a) of this Agreement to Arbitrate ("Prohibition of Class and Representative Actions and Non-Individualized Relief"), shall be for a court of competent jurisdiction to decide.

The arbitration will be conducted by the American Arbitration Association ("AAA") under its rules and procedures, including the AAA's Consumer Arbitration Rules (as applicable), as modified by this Agreement to Arbitrate. The AAA's rules are available at www.adr.org. A party who intends to seek arbitration must first send to the other, by certified mail, a completed form Notice of Dispute ("Notice"). The Notice to Blink should be sent to Blink, Attn: Legal Department, Re: Notice of Dispute, 407 Lincoln Rd., Suite 704, Miami Beach, Fl 33139. Blink will send any Notice to you to the physical address we have on file associated with your Account; it is your responsibility to keep your physical address up to date. All information called for in the Notice must be provided including a description of the nature and basis of the claims the party is asserting and the relief sought. If you and Blink are unable to resolve the claims described in the Notice within 30 days after the Notice is sent, you or Blink may initiate arbitration proceedings. A form for initiating arbitration proceedings is available on the AAA's website at www.adr.org. The arbitration shall be held in Miami-Dade County, Florida. If the value of the relief sought is $10,000 or less, you or Blink may elect to have the arbitration conducted by telephone or based solely on written submissions, which election shall be binding on you and Blink subject to the discretion of the arbitrator(s) to require an in-person hearing, if the circumstances warrant. In cases where an in-person hearing is held, you and/or Blink may attend by telephone, unless the arbitrator(s) require otherwise. Any settlement offer made by you or Blink shall not be disclosed to the arbitrator(s). The arbitrator(s) will decide the substance of all claims in accordance with applicable law, including recognized principles of equity, and will honor all claims of privilege recognized by law. The arbitrator(s) shall not be bound by rulings in prior arbitrations involving different Blink Users but is/are bound by rulings in prior arbitrations involving the same Blink user to the extent required by applicable law. The award of the arbitrator(s) shall be final and binding, and judgment on the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof.

Payment of all filing, administration, and arbitrator fees will be governed by the AAA's rules unless otherwise stated in this Agreement to Arbitrate. With the exception of any of the provisions in subsection (a) of this Section if a court decides that any part of this Section is invalid or unenforceable, the other parts of this Section shall still apply. If a court decides that any of the provisions in subsection (a) of this Section is invalid or unenforceable, then the entirety of this Section shall be null and void. The remainder of the User Agreement will continue to apply.

IF YOU ARE A NEW USER, YOU CAN CHOOSE TO REJECT THIS AGREEMENT TO ARBITRATE ("OPT-OUT") BY MAILING US A WRITTEN OPT-OUT NOTICE ("OPT-OUT NOTICE"). THE OPT-OUT NOTICE MUST BE POSTMARKED NO LATER THAN 30 DAYS AFTER THE DATE YOU ACCEPT THE USER AGREEMENT FOR THE FIRST TIME. YOU MUST MAIL THE OPT-OUT NOTICE TO BLINK, ATTN: LEGAL DEPARTMENT, 605 LINCOLN RD., 5TH FLOOR, MIAMI BEACH, FL 33139.

The Opt-Out Notice should include the subject line "Opt-Out" and the body must include your name, address, phone number, and the email address(es) used to log into Blink account(s) to which the opt-out

applies. This procedure is the only way you can opt out of the Agreement to Arbitrate. If you opt out of the Agreement to Arbitrate, all other parts of the Agreement, including all other provisions of this Section will continue to apply. Opting out of this Agreement to Arbitrate has no effect on any previous, other, or future arbitration agreements that you may have with us. If you opt out of arbitration, we reserve the right to terminate our relationship with you. If you opt-out, any disputes arising out of our relationship will be governed in accordance with the laws of the State of Florida without regard to conflict of laws. By opting out of the Arbitration Agreement you expressly agree to submit to the jurisdiction and proper venue of the competent state or federal courts located in Miami-Dade County, Florida.

Notwithstanding any provision in the Agreement to the contrary, you and Blink agree that if we make any amendment to this Agreement to Arbitrate (other than an amendment to any notice address or website link provided herein) in the future, that amendment shall not apply to any claim that was filed in a legal proceeding against Blink prior to the effective date of the amendment. The amendment shall apply to all other disputes or claims governed by the Agreement to Arbitrate that have arisen or may arise between you and Blink. We will notify you of amendments to this Agreement to Arbitrate by posting the amended terms on BlinkCharging.com at least 30 days before the effective date of the amendments and by providing notice through email. If you do not agree to these amended terms, you may close your account within the thirty-day period, and you will not be bound by the amended terms.

**BLINK PRO MEMBERSHIP ACCOUNT AND BILLING TERMS**

Once you upgrade to a Pro account, you will be unable to downgrade to a Blink Plus membership. The Blink Pro Membership Account is the default membership for any Blink Members signing up after August 11, 2020. In addition to the Blink Pro Membership Account-specific terms, it is subject to all of the Terms and Conditions of a Blink Plus Membership. With your new Blink Pro Membership Account, you will be able to pre-load funds to your account. The dollar value that you load onto your Blink account is a prepayment for charging your vehicle at any charger on our Network. We recommend upgrading to the Blink Pro Membership account to make it easier for you to charge with us and to make your relationship with us more rewarding. Unless otherwise required by law or permitted by this Agreement, the dollar value you load onto your Blink Pro Membership Account is non-refundable and may not be redeemed for cash. The value on your Blink Pro Membership Account is not insured by the Federal Deposit Insurance Corporation (FDIC), nor does it earn interest.

The Blink Pro Membership Account is not targeted towards, nor intended for use by, anyone under the age of 15. If you are between the ages of 15 and 18, you may only sign up for a Blink Pro Membership Account under the supervision of a parent or legal guardian who agrees to be bound by this Agreement.

**1. Loading Value on Your Pro Account.** In the United States and Canada, you can load value on your Blink Card by going online to BlinkCharging.com or calling (888) 998.2546. There may be a delay from the time you pay the amount to be loaded onto your account and those funds being available for use. You may not have more than $500 in value loaded to your account at any time, and no more than $2,000 may be associated with your account in a single day. This means that the activity on your account cannot exceed $2,000 over the course of a day. There is a minimum amount that you may load on your account at any given time, and that amount is typically $5. We may change any of these amounts at any time without notice to you.

If you use a credit or debit card to reload your account, prior to charging your credit or debit card, an authorization process will occur for the amount of your purchase or reload transaction (“Transaction”). The authorization process will validate the credit or debit card number, status, available credit or funds and billing information to ensure that it matches what the bank or card company has on file. Your bank or Blink may attempt to contact you for additional information prior to authorizing the Transaction amount. For credit cards, once an authorization is received, you may notice a decrease in your available credit line. Your bank may hold this dollar amount from your credit line or available balance for a short period of time determined by the policy of your bank before your Transaction is fulfilled. For debit cards, your bank may pre-authorize a charge to your deposit or checking account and place a temporary hold on the funds before your Transaction is fulfilled. Regardless of whether you use a credit or debit card, your card will be charged only upon fulfillment of your Transaction. If your Transaction is cancelled, Blink will request an authorization reversal on your behalf. Reversal times may vary. We recommend contacting your bank or credit card company to learn about their authorization and authorization reversal policies.

All amounts loaded onto your account are denominated in the currency of the country in which it was sold (the “base currency”). When you make a purchase in a different country, the Transaction total is converted from the currency of that country (the “local currency”) to the base currency and deducted from your account balance. No fees or other charges are made to your account for the currency conversion. However, note that your bank or card provider may charge you a separate fee if you are using a credit or debit card or other accepted payment method to load your account outside of the U.S. Blink does not receive any portion of, and does not have any control over, any such fee. Although the actual balance of your account is kept in the base currency, the balance shown on your receipt will be in the local currency of the store location. Transactions that occur on our website are denominated in U.S. dollars. Currency conversions are based on currency exchange rates applicable on the date of the Transaction.

You can reload online or over the phone, to make reloading your account easier, you can link a payment method to your Blink account (which you can access at BlinkCharging.com) and reload either manually online when you choose or set up auto-reload. With automatic reload, you simply set the reload balance at which you want to trigger the reload to your account. We will charge the credit or debit card associated with your account or you can provide us with new payment information. We will send you an email confirming the automatic reload Transaction terms and bill your credit card or debit card according to the schedule and/or amount you have selected. We will also send you an email after each reload to let you know your Blink Card has been reloaded. You can change your reload preferences at any time, but changes may take up to twenty-four (24) hours to take effect. To discontinue the automatic reload feature, you must log-in to your Blink account at least twenty-four (24) hours before the next scheduled reload. Once the dollar value is loaded, the Transaction cannot be reversed.

**2. Low Balance.** Blink reserves the right to reject a charging session if a Blink Pro Membership Account member’s balance reaches $0. Until the member’s account has been reloaded, that member will be unable to utilize any Blink charging stations or charging stations on the Blink Network.

If a Blink Pro Membership Account member’s balance reaches $0 in the middle of a charging session, Blink will utilize the user’s credit or debit card associated with their account to cover the cost of the charging session. The charging session continues unimpeded until stopped by the Member. Immediately following the charging session in which the balance falls below $0 the credit or debit card associated with the Member’s account will be charged. The member will be emailed a receipt of the transaction. If a Blink Pro Membership Account member’s credit card on file is not active and the charge session continues the Member will be notified of the negative balance on their account. The Member’s account will be temporarily suspended until the Member adds funds to their account and clears the negative balance. At any time if member’s credit card is not active, the user will not be able to load money onto their prepaid account until they provide a valid credit or debit card.

**3. Fees and Expiration of Card Balances.** We do not charge any activation, service, dormancy or inactivity fees in connection with your account. Your account has no expiration date nor does the value on your account ever expire.

**4. Receipts and Transaction History.** When you use your account, a receipt will be made available. The receipt will indicate that the purchase was made using your account and will provide the remaining balance of your account. Please check your online Transaction history regularly to ensure that your Transaction history and account balance are correct. You can check the balance of your account or review recent Transactions on your account at BlinkCharging.com We may also send you statements of activity on your Blink Pro Membership Account.

**5. Billing Errors, Corrections.** We will correct the balance of your account if we believe that a clerical, billing, or accounting error occurred. If you have questions regarding your Transaction history or any correction, or if you wish to dispute any Transaction or correction that has been applied to your account, please call Customer Service. Assuming you provide sufficient details, we will review your claim and tell you what we find. We will correct any error promptly after we finish our review. If we do not find any error, we will explain what we found. We have no obligation to review or correct any billing error unless you provide us sufficient notice for us to review your claim within sixty (60) days of the date of the Transaction in question.

**6. Fraud Associated with Your Blink Account or Account Balance.** We will not accept any account charges or will limit use of any account or account balance, if we reasonably believe that the use is unauthorized, fraudulent or otherwise unlawful, and we consider such action appropriate to limit our risk. Blink has no liability to you for any third-party fraud or unlawful activity associated with any Blink account or account balance.

**7. Registration, Liability for Unauthorized Transactions.** To register for the Blink Pro Membership Account visit BlinkCharging.com or download the Blink Mobile app. When registering for the Blink Pro Membership Account, you agree that you will: (i) provide complete and accurate information about yourself; and (ii) update such information if it changes. If you do not provide or update such information, or if we have reasonable grounds to suspect that you have not provided or updated such information, we shall have the right, in our sole and absolute discretion, to disable your account. If you believe your account has been disabled in error, please call customer service. You are responsible for: (a) the accuracy of all information that you provide to us; and (b) maintaining the confidentiality and security of your account information.

You should treat your Blink Account or the Blink Pro Membership Account and RFID card like cash and not disclose your Blink Account or the Blink Pro Membership Account or RFID card information to anyone. If your Blink RFID Card or Blink Account or the Blink Pro Membership Account information is lost or stolen, anyone who obtains possession of either may use your account. You are responsible for all transactions on your account, including unauthorized transactions. However, if your RFID card is lost, stolen or destroyed, your RFID card can be replaced with the balance remaining on it at the time you contact us. Your registered RFID card and balance is protected from the time you notify us. We will freeze the remaining balance on your Blink account or the Blink Pro Membership Account at the time you notify us, a new RFID card will be issued, and the proper security measures will be taken to protect your account.

**8. Using the Blink Website, API, or Mobile Applications.** You may access and use Blink's Website, API, and Mobile Application to obtain information regarding Blink Charging Station locations and other content and features that Blink may make available. The use of the Blink Website, API, and Mobile Application is subject to these Terms and Conditions and the Blink Privacy Policy. You are responsible for all use of the Blink Website, API, and Mobile Applications under your username. You acknowledge and agree that Blink may modify the Blink Website, API, and mobile applications in any way and at any time, with or without notice. You further acknowledge and agree that, while Blink has attempted to provide accurate information on the Blink Website, API, and Mobile Application, such information may change frequently and in no event will Blink be responsible for the accuracy, usefulness or completeness of any information, materials or other content on or related to the Blink Website, API, or Mobile Apps, nor does it warrant that any such information, materials, or other content is the most current version thereof.

**9. Offers from Third-Party Organizations.** From time to time, you may receive offers via your Blink Account or the Blink Pro Membership Account from other organizations ("Third Party Organizations"). Acceptance and performance under such offers are strictly between you and those Third-Party Organizations. Blink does not assume responsibility for any performance by these organizations, and you agree: (i) to look solely to the Third-Party Organizations, and (ii) to release Blink from any liability, with respect to any offers you might accept from such Third-Party Organizations or their affiliates. These Third-Party Organizations conduct business for themselves and are not part of the Blink business. As such, you should always make sure to review their terms of service and privacy policies so that you may better understand what is being offered, what is expected of you and what may be done with any personally identifying information you provide to them.

**10. Termination.** Either Party may terminate this Agreement at any time and for any reason. If you wish to terminate your Blink Account and this Agreement, you must notify Blink in writing. Following any termination, you shall remain responsible for any and all unpaid Fees associated with your Blink Account or the Blink Pro Membership Account. If such unpaid charges are not promptly remitted, you may become liable for additional service charges, fees or penalties, and you may be subject to collection actions for any unpaid balance. If you are a charging station operator and you wish to terminate this Agreement your charging station will be removed from the Blink Network.

**11. Bay Area Air Quality Management District EVSE Deployment Program Participants.** Participants in the Bay Area Air Quality Management District ("DISTRICT") Electric Vehicle Supply Equipment ("EVSE") Deployment Program ("Program") with Blink, hereby expressly agree and acknowledge the following:

1.

a. You purchased or leased a Vehicle that is registered in your name and at an address located within the DISTRICT's jurisdiction;

b. You purchased EVSE that is installed at the same address as the Vehicle is registered;

c. You obtained permits and any other required approvals from the local governing agency for the installation of your EVSE;

d. You agreed to operate your Vehicle and EVSE for a minimum of three years;

e. You provide your charging usage data to Blink and DISTRICT for Program evaluation purposes;

f. You allow Blink or DISTRICT to notify the local utility of the address where the EVSE is installed;

g. You allow Blink or DISTRICT to inspect the location where EVSE was installed;

h. Individuals may only participate in the Program once and you are not already receiving funding from the DISTRICT for participation in the Program though another Program contract provider;

i. Participation in the Residential EVSE Reporting Component of the Program is voluntary;

j. "Vehicle," under this subheading, shall mean a plug-in electric vehicle that was purchased or leased on or after December 1, 2010, with a gross vehicle rating below 14,000 pounds; and

k. "Participant," under this subheading, shall mean a person that, lives in the Bay Area during the term of the Program, and has to the knowledge of Blink, complied with the foregoing Program Residential EVSE Reporting Component requirements.

**HOST-SPECIFIC TERMS AND CONDITIONS**

**1. PROVIDER'S RESPONSIBILITIES AND AGREEMENTS**

**1.1 Network Operation.** The Provider shall be responsible for: (i) provisioning, operating, maintaining, administering, and supporting the Blink Network infrastructure (but excluding Hosts' EVSEs and infrastructure for transmitting data from Networked EVSE to any Blink Network operations center); (ii) provisioning, operating, maintaining, administering, and supporting the Network Web Portals; (iii) acquisition and registration of new Blink Account Holders, administration and support of Blink Accounts and provisioning the support services for Users embodied in the Blink Services, and (iv) using commercially reasonable efforts to comply with all applicable laws and regulations governing, restricting or otherwise pertaining to the use, distribution, export or import of data, products, services and/or technical data whether such information or data relates to either the Host or Users in connection with the Blink Network.

**1.2 Purchased Blink Services.** The Provider shall make the Purchased Blink Services available to Host for each Networked EVSE listed on the invoice to which these Terms apply during the Subscription Term. The Provider represents and warrants that: (i) it has the power and authority to enter into and be bound by these Terms, (ii) the Blink Services shall perform materially in accordance with the Documentation, (iii) it will provide all support for Purchased Blink Services and technical support and maintenance for all Software Applications as set forth in the Documentation, including, without limitation, Upgrades and will use commercially reasonable efforts to make the support services and the Purchased Blink Services available 24 hours a day, 7 days a week, 365 days per year, except for planned downtime, (iv) except as otherwise set forth herein, the functionality of the Blink Services shall not materially decrease during the Subscription Term, and (v) it will use commercially reasonable efforts to ensure that it does not transmit to

Host any Malicious Code (excepting Malicious Code transmitted to Provider by Host). Host's exclusive remedy for a breach of any of the foregoing shall be as provided in Section 7.4 and Section 7.5 as set forth below.

**1.3 Limitations On Responsibility.** Neither Provider, its distributors nor any of its other authorized representatives shall be responsible for, or makes any representation or warranty to Host with respect to the following: (i) specific location(s) or number of Networked EVSE now, or in the future, owned, operated and/or installed by hosts other than Host, or the total number of Networked EVSE that comprise the Blink Network; (ii) continuous availability of electrical service to any Networked EVSE; (iii) continuous availability of any wireless or cellular communications network or internet service provider network not operated by Provider; (iv) availability of or interruption of the Blink Network attributable to unauthorized intrusions; (v) EVSE that are not registered and activated with the Blink Network, and (vi) the continued availability of any Google services incorporated for use with the Blink Services; provided that, if Google ceases to make the Google Application Programming Interface ("API") or any similar program available on reasonable terms for the Blink Services, the Provider shall make commercially reasonable efforts to replace the Google API or such similar program with products providing similar functionalities if such products are available upon terms which the Provider, in its reasonable discretion, believes are commercially reasonable; and provided further that, if Google ceases to make the Google API or similar program available, or available on reasonable terms for the Blink Services, the Provider may cease providing such features without entitling Host to any refund, credit or other compensation.

**1.4 Disclaimer Of Warranty.** EXCEPT AS OTHERWISE EXPRESSLY SET FORTH HEREIN, THE PROVIDER NOR ANY OF ITS DISTRIBUTORS OR OTHER AUTHORIZED REPRESENTATIVES, AS APPLICABLE, MAKES ANY WARRANTIES OF ANY KIND, WHETHER EXPRESS OR IMPLIED, STATUTORY OR OTHERWISE, AND HEREBY EXPRESSLY DISCLAIMS ALL IMPLIED WARRANTIES, INCLUDING ANY WARRANTIES OF MERCHANTABILITY FOR FITNESS FOR A PARTICULAR PURPOSE, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW.

## 2. HOST RESPONSIBILITIES AND AGREEMENTS

**2.1 General.** Host shall be solely responsible for: (i) the purchase and installation of Host's EVSE and other electrical vehicle charging products; (ii) registration with and activation of Host's EVSE on the Blink Network through a Network Web Portal, including, without limitation, keeping current Host's contact information, email address for the receipt of notices hereunder, billing address for invoices and payment of Host's Net Session Fees due under these Terms; (iii) determining the pricing (including all applicable Taxes and Regulatory Charges) for any services accessed by Users through Host's Networked EVSE that are designated Commercial EVSEs and any conditions limiting access thereof, (iv) if a Networked EVSE is moved from its registered Host Location, Host shall notify Provider and so that Provider may update the registered Host Location of the Networked EVSE on the appropriate Network Web Portal within five (5) business days of making any such change(s); (v) provisioning and installation of appropriate signage that clearly and prominently identifies and, where appropriate, provides directions to the Host Property Locations so that they may be easily located by Users; (vi) designation of each Networked EVSE as either a Commercial EVSE or a Free EVSE; (vii) keeping Networked EVSE and Host Property Locations(s) clean and free of graffiti, unauthorized advertising, debris and other materials that would obscure, block access or otherwise detract from or cast a negative light on the reputation of the Provider; (viii) the maintenance, service, repair and/or replacement of Host's Networked EVSE as needed, whether purchased from Provider or otherwise; (ix) assuring the accessibility, lighting and other factors pertaining to the safety of Users while utilizing the EVSEs not directly related to the design or manufacture of the EVSEs themselves.

**2.2 Representations And Warranties Of Host.** Host represents and warrants to the Provider, its distributors and other authorized representatives that: (i) Host has the power and authority to enter into and be bound by these Terms and to install the EVSEs and any other electrical vehicle charging products to be registered and activated on the Blink Network at the Host Location(s); (ii) Host assumes all responsibility that the electrical usage consumed by any of Host's Networked EVSE does not violate or otherwise conflict with the terms and conditions of any applicable electrical purchase or other agreement including, without limitation, any lease, to which Host is a party; and (iii) Host will comply with all applicable laws and regulations in performance of its obligations and duties hereunder.

**2.3 Further Agreements Of Host Made In Connection With Registration Of Evse On The Blink Network And Use Of Blink Services**. Host further acknowledges and agrees with the Provider and its distributors and authorized representatives, as applicable, as follows: (i) Host will not remove, conceal or cover the Blink Marks or any other markings, labels, legends, trademarks, or trade names installed or placed on the Networked EVSE or any peripheral equipment for use in connection with the Networked EVSE for so long as such EVSEs are Networked EVSE; (ii) Host shall comply with, and shall have responsibility for and cause all other persons accessing or using Network Web Portals to comply with, all of the rules, regulations and policies of the Provider, as well as other networks and computer systems used to access Network Web Portals, whether operated by Host, its suppliers or others and Host agrees to indemnify and hold the Provider, Blink, and their respective distributors and authorized representatives, directors, shareholders, officers, agents, employees, permitted successors and assigns harmless from any third party notices, allegations, claims, suits or proceedings (each, a "Claim") resulting from Host's use of Network Web Portals and the Blink Services in violation of the terms of this Section 2.3; (iii) Host shall: (A) use its commercially reasonable efforts to prevent unauthorized access to Purchased Blink Services, (B) use the Purchased Blink Services only in accordance with the Documentation and applicable laws and government regulation, (C) shall not sell, resell, rent or lease the Purchased Blink Services, (D) shall not interfere with or disrupt the integrity of the Blink Network, the Blink Services or any third party data contained therein, and (E) shall not attempt to gain unauthorized access to the Blink Network or the Blink Services or their related systems or networks. All data collected by the Provider in connection with the operation of the Blink Network shall be owned by the Provider and Host acknowledges and agrees that Host shall have no right of access or the use of such data for any purpose other than the management of Host's Networked EVSE while registered with the Blink Network. Host agrees to comply with the privacy policy set forth on host.blinknetwork.com.

**3. SESSION FEES AND PAYMENT FOR PURCHASED BLINK SERVICES**

**3.1 Session Fees.** Host shall have sole authority to determine a User's Session Fees (which shall include all applicable Taxes and Regulatory Charges) applicable to Host's Networked EVSE.

**3.2 Session Transaction Fees.** In exchange for the Provider collecting Session Fees on behalf of the Host, the Host hereby authorizes the Provider to deduct from all Session Fees collected a Session Processing Fee in the amount equal to 8% of the Session Fee, or as such fees may be updated from time to time in accordance herewith.

**3.3 Payment To Host Of Net Session Fees.** The Provider shall remit all Net Session Fees to Host not more than fifteen (15) days after the end of each calendar month to the address provided by Host to Provider. Host expressly agrees that the Provider has the right to offset any balances owed by Host to Provider whether for Subscription Fees (as defined below) and/or Equipment purchase price pursuant to any purchase order executed by Host or a party authorized to execute on behalf of Host with the Net Session Fees collected by Provider. Provider shall have no obligation to notify Host of such offset but may do so upon the request of Host.

**3.4 Subscription Fees.** Host shall pay the annual Subscription Fee of $240 per Gen 1, IQ200 Kiosk and Advanced, $144 per IQ200 Smart and $360 IQ200 Dual Networked EVSE, or as such fees may be updated from time to time in accordance herewith, in accordance with the applicable purchase order and within 15 days of the start of any renewal term. Except as otherwise specified herein, (i) Subscription Fees are quoted in and payable in U.S. Dollars, (ii) Subscription Fees are based on Blink Services to which Host has subscribed and not on Host's actual usage of such services, (iii) payment obligations are non-cancelable and are non-refundable, and (iv) Subscriptions are non-transferable. Subscription Fees are based on annual periods that begin on the date of the Subscription start date and end each annual anniversary thereafter.

**3.5 Overdue Subscription Fees.** If any invoiced Subscription Fees are not received by the Provider by the due date, then such charges: (i) may accrue late interest at the rate of one and one-half percent (1.5%) of the outstanding balance per quarter, or the maximum rate permitted by law, whichever is lower, from the date such payment was due until paid, and (ii) the Provider may condition future Subscription renewals and new Subscriptions on payment terms other than those set forth herein.

**3.6 Acceleration And Suspension Of Blink Services.** If any amount owing by Host under these Terms for Subscription Fees for Purchased Blink Services or under any other agreement between the Provider (or an Affiliate of Provider) and Host is more than thirty (30) days overdue (or, in the event that Host has authorized the Provider to charge the amount owing to Host's credit card and payment under such credit card has been declined, more than 5 days has passed since Host has received notice from the Provider of such event), the Provider may, without otherwise limiting the Provider's rights or remedies, accelerate Host's unpaid fee obligations under such agreements so that all such obligations become immediately due and payable, and suspend the use by Host of the Purchased Blink Services until such amounts are paid in full.

**3.7 Taxes And Regulatory Charges.** Unless required by law or otherwise stated herein, Session Processing Fees do not include any taxes, levies, duties or similar governmental assessments of any nature, including, but not limited to, value added, sales, local, city, state or federal taxes ("Taxes") or any fees or other assessments levied or imposed by any governmental regulatory agency ("Regulatory Charges"). Host is responsible for the payment of all Taxes and Regulatory Charges hereunder in connection with Purchased Blink Services, Session Fees and Session Processing Fees; provided, that the Provider is solely responsible for all Taxes and Regulatory Charges assessable based on the Provider's income, property and employees. Where the Provider is required by law to collect and/or remit the Taxes or Regulatory Charges for which Host is responsible, the appropriate amount shall be invoiced to Host and deducted by the Provider from Session Fees, unless Host has otherwise provided the Provider with a valid tax or regulatory exemption certificate or authorization from the appropriate taxing or regulatory authority.

## 4. PROPRIETARY RIGHTS

**4.1 Reservation Of Rights.** Subject to the limited rights granted expressly hereunder, Provider reserves all right, title and interest in and to the Blink Services, including all related Intellectual Property Rights. No rights are granted to Host hereunder except as expressly set forth herein. Provider shall have a royalty-free, worldwide, transferable, sublicensable, irrevocable perpetual license to use or incorporate in the Blink Services any suggestions, enhancement requests, recommendations or other feedback provided by Hosts or Users relating to the Blink Services.

**4.2 Restrictions On Use.** Host shall not: (i) create derivative works based on the Blink Services, (ii) copy, frame or mirror any part or content of the Blink Services, (iii) reverse engineer any EVSE or Software Application, or (iv) access the Blink Network, any Network Web Portal or the Blink Services in order to (A) build a competitive product or service, or (B) copy any features, functions, interface, graphics or "look and feel" of any Network Web Portal or the Blink Services.

### 4.3 GRANT OF LIMITED LICENSE FOR BLINK MARKS

**4.3.1 License Grant.** Host is granted under these Terms the nonexclusive privilege of displaying Blink Marks during the Subscription Term in connection with the Networked EVSE installed by Host. Host warrants that it shall not use any of the Blink Marks for any products other than the Networked EVSE at the Host Property Locations(s). Provider may provide trademark usage guidelines with respect to Host's use of the Blink Marks which will be made available on a Network Web Portal, in which case Host thereafter must comply with such guidelines. If no such guidelines are provided, then for each initial use of the Blink Mark, Host must obtain Provider's prior written consent, which shall not be unreasonably withheld or delayed, and after such consent is obtained, Host may use the Blink Mark in the approved manner. The Blink Marks may not be used under these Terms as a part of the name under which Host's business is conducted or in connection with the name of a business of Host, provided that Host shall be under no obligation to exercise the license granted hereunder. Host agrees it will not list Provider or use the Blink Marks in conjunction with the name or mark of a competitor of Provider. Notwithstanding anything to the contrary contained in this Section, Host shall not obscure or partially obscure any Blink Marks placed on Host's EVSE.

**4.3.2 No Registration Of Blink Marks By Host.** Host will not take any action, directly or indirectly, to register or apply for or cause to be registered or applied in Host's favor or in the favor of any third party any Blink Marks or any patent, trademark, service mark, copyright, trade name, domain name or registered design that is substantially similar to a patent, trademark, service mark, copyright, trade name

or registered design of Blink or the Provider, or that is licensed to, connected with or derived from confidential, material or proprietary information imparted to or licensed to Host by Blink or the Provider.

**4.3.3 Use Of Blink Marks By Host On The Internet.** Host shall be entitled to use the Blink Marks to promote the Blink Network on Host-owned websites and through the internet advertising of Host, provided, that Host is limited to using the Blink Marks in connection with the Internet as follows: (i) the use must be in compliance with local rules regarding advertising of the Networked EVSE and the Blink Network on the Internet; (ii) no license is granted to use or register any domain name containing “Blink” or the Blink Marks; and (iii) Host will at all times indicate that each of the Blink Marks is a mark of Provider and used under license, as appropriate. Host agrees to allow the limited use of its name and/or logo in Provider’s standard investor/shareholder presentation materials.

**4.3.4 Termination And Cessation Of Use Of Blink Marks.** Upon termination of the Subscription Term, Host and its Affiliates will immediately discontinue all use and display of the name “Blink” and the Blink Marks.

**5. INDEMNIFICATION**

**5.1 Indemnification Of Host By Provider.** Provider shall defend at its expense any third party notices, allegations, claims, suits, or proceedings (“Claim”) against Host to the extent alleging that the use of any of the Blink Services as permitted hereunder or the Blink Marks as furnished hereunder infringes or misappropriates the Intellectual Property Rights of any third party, and to pay costs and damages finally awarded in any such suit or agreed to by Provider in settlement with such third party (including reasonable attorney’s fees and expenses), provided that Provider is notified promptly in writing of the suit and at Provider’s request and at its expense is given control of said suit and all requested reasonable assistance for defense of same. Provider agrees that it shall not settle any Claim unless Host, as applicable, is unconditionally released from any liability as part of any settlement. This indemnity does not extend to any suit based upon any infringement or alleged infringement of any Intellectual Property Rights by the combination of a product (including the Blink Services) furnished by Provider with other elements not furnished by Provider if such infringement would have been avoided by the use of the Blink product (including in conjunction with the Provider-furnished Blink Services) alone.

**5.2 Indemnification Of The Provider By Host.** Host shall defend the Provider, its distributors, authorized agents, directors, shareholders, officers, agents, employees, permitted successors, and assigns against any Claim (i) as a result of Host’s negligence or willful misconduct or (ii) alleging that Host’s use of the Blink Network or Blink Services in violation of these Terms infringes or misappropriates the Intellectual Property Rights of any third party or violates applicable law, and to pay costs and damages finally awarded in any such suit or agreed to by Host in settlement with such third party (including reasonable attorney’s fees and expenses), provided that Host is notified promptly in writing of the suit and at Host’s request and at its expense is given control of said suit and all requested reasonable assistance for defense of same. Host agrees that it shall not settle any Claim unless Provider, its distributors, and/or other authorized representatives, as applicable, are unconditionally released from any liability as part of any settlement.

**5.3 Limitation Of Liability.** Except for liability for indemnification against third party claims for infringement or misappropriation of intellectual property rights, Provider’s aggregate liability under these Terms shall not exceed the aggregate Subscription Fees paid by Host to the Provider in the calendar year prior to the event giving rise to the Claim. THE FOREGOING DOES NOT LIMIT HOST’S PAYMENT OBLIGATIONS FOR THE PURCHASED BLINK SERVICES.

**5.4 Exclusion Of Consequential And Related Damages.** REGARDLESS OF WHETHER ANY REMEDY SET FORTH HEREIN FAILS IN ITS ESSENTIAL PURPOSE OR OTHERWISE, IN NO EVENT WILL THE PROVIDER, ITS AFFILIATES OR THEIR RESPECTIVE DISTRIBUTORS OR OTHER AUTHORIZED REPRESENTATIVES BE LIABLE FOR ANY LOST REVENUE OR PROFIT, LOST OR DAMAGED DATA, BUSINESS INTERRUPTION, LOSS OF CAPITAL, OR FOR SPECIAL, INDIRECT, CONSEQUENTIAL, INCIDENTAL OR PUNITIVE DAMAGES, HOWEVER CAUSED AND REGARDLESS OF THE THEORY OF LIABILITY OR WHETHER ARISING OUT OF THE USE OF OR INABILITY TO USE THE BLINK NETWORK, ANY BLINK SERVICES, THESE TERMS OR OTHERWISE OR BASED ON ANY EXPRESSED, IMPLIED OR CLAIMED WARRANTIES BY HOST NOT SPECIFICALLY SET FORTH IN

THESE TERMS AND EVEN IF THE PROVIDER, ITS AFFILIATES OR THEIR RESPECTIVE DISTRIBUTORS, OTHER AUTHORIZED REPRESENTATIVES, SUPPLIERS OR LICENSORS HAVE BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. BECAUSE SOME STATES OR JURISDICTIONS DO NOT ALLOW LIMITATION OR EXCLUSION OF CONSEQUENTIAL OR INCIDENTAL DAMAGES, THE ABOVE LIMITATION MAY NOT APPLY TO ALL HOSTS.

**5.5 Exclusive Remedy**. The foregoing states the indemnifying party's sole liability to, and the indemnified party's exclusive remedy against, the other party with respect to any Claim described in this Section.

**5.6 Electrical, Cellular And Internet Service Interruptions.** None of the Provider, its Affiliates, any of their respective distributors, other authorized representatives, or Host shall have any liability whatsoever to the other with respect to damages, including but not limited to data loss caused by: (i) electrical, wireless, cellular and/or internet outages, interruptions, power surges, brown-outs, utility load management or any other similar electrical service interruptions whatever the cause; (ii) interruptions in wireless or cellular service linking Networked EVSE to the Blink Network; (iii) interruptions attributable to unauthorized Blink Network intrusions; or (iv) interruptions in services provided by any internet service provider.

**6. TERM AND TERMINATION**

**6.1 Term.** These Terms shall become effective on the date of Provider's acceptance of the purchase order and issuance of an invoice and continues until all automatic renewals have been terminated or otherwise have expired.

**6.2 Term Of Purchased Subscriptions.** Subscriptions purchased by Host commence on the start date specified in the purchase order and shall continue for the applicable Subscription Term specified therein for each Subscription or until the Purchased Blink Services provided pursuant to any Subscription are otherwise terminated, changed or canceled by the Provider or Host pursuant to the terms and conditions set forth herein.

**6.3 Automatic Renewal Of Subscriptions.** All purchased Subscriptions shall be automatically renewed for a period equal to that of the expiring Subscription, unless either party gives the other notice of non-renewal at least sixty (60) days prior to the scheduled expiration date for the relevant Subscription Term. The per-unit pricing for any renewal term shall be equal to the per-unit pricing of the prior term unless the Provider shall have given Host notice to the email address for the Host Account that Host has provided hereunder of any increase in pricing for Subscriptions at least seventy-five (75) days prior to the end of such expiring Subscription, in which case the price increase shall be effective upon renewal and thereafter.

**6.4 TERMINATION**

**6.4.1 BY THE PROVIDER.** The Subscription Term and the Purchased Blink Services furnished hereunder may be suspended or terminated: (i) after thirty (30) days written notice to Host that it is in material breach of any of Host's obligations under these Terms, and Host shall have failed to cure such breach prior to the expiration of said thirty (30) day period, provided however that if Host cures its default within thirty (30) days of such suspension or termination, the suspension or termination of Purchased Blink Services shall be restored and these Terms shall continue in effect, (ii) Host becomes the subject of a petition in bankruptcy or any other proceeding related to insolvency, receivership, liquidation or an assignment for the benefit of creditors, (iii) upon the determination by any regulatory body that the subject matter of these Terms is subject to any governmental regulatory authorization or review if such authorization or review results in an order of suspension or an order that materially increases the costs to Provider of providing the services; or (iv) upon 60 days written notice to Host.

**6.4.2 BY HOST.** The Subscription Term may be terminated by Host for cause: (i) upon thirty (30) days written notice given to the Provider alleging a material breach of these Terms and the alleged breach remains uncured at the expiration of such thirty-day period, or (ii) the Provider becomes the subject of a petition in bankruptcy or any other proceeding related to insolvency, receivership, liquidation or an assignment for the benefit of creditors. These Terms may be terminated by Host upon the voluntary deactivation and removal from registration via the applicable Network Web Portal of all Networked EVSE

owned by Host from the Blink Network, at which time these Terms shall terminate effective immediately; provided, that Host shall not be entitled to any refund of Subscription Fees as a result of such termination and shall be required to pay any remaining annual fees for any remaining months in the then- current term or renewal term.

**6.5 Refund Or Payment Upon Termination**. Upon any termination of the Subscription Term for cause by Host pursuant to Section 7.4.2(i) or (ii) or the election of the Provider to terminate the Subscription Term pursuant to Section 7.4.1(iii) or (iv), the Provider shall refund to Host the pro-rata portion of any pre-paid Subscription Fees for the remainder of the applicable Subscription Term for all Subscriptions after the effective date of termination. Upon any termination for cause by the Provider pursuant to Section 7.4(i)(i) or (ii) or upon the voluntary removal from registration and activation of all of Host's Network EVSEs from the Blink Network, Host shall pay any unpaid Subscription Fees covering the remainder of the Subscription Term. In no event shall any termination relieve Host of any liability for the payment of Subscription Fees or Session Processing Fees for any period prior to the termination date.

**7. WAIVER.** The failure of either Party at any time to require performance by the other Party of any obligation hereunder will in no way affect the full right to require such performance at any time thereafter. The waiver by either Party of a breach of any provision hereof will not constitute a waiver of the provision itself. The failure of either Party to exercise any of its rights provided in these Terms will not constitute a waiver of such rights. No waiver will be effective unless in writing and signed by an authorized representative of the Party against whom such waiver is sought to be enforced. Any such waiver will be effective only with respect to the specific instance and for the specific purpose given.

**8. FORCE MAJEURE.** Except with respect to payment obligations, neither the Provider nor Host will be liable for failure to perform any of its obligations hereunder due to causes beyond such party's reasonable control and occurring without its fault or negligence (a "Force Majeure Event"). A Force Majeure Event will include, but not be limited to, fire, flood, earthquake or other natural disaster (irrespective of such party's condition of any preparedness therefore); war, embargo; riot; strike; labor action; any lawful order, decree, or other directive of any government authority that prohibits a party from performing its obligations under these Terms; material shortages; shortage of transport; and failures of suppliers to deliver material or components in accordance with the terms of their contracts.

**9. APPLICABLE LAW.** These Terms will be construed, and performance will be determined, according to the laws of the State of Florida without reference to such state's principles of conflicts of law (the "Applicable Law") and the state and federal courts of Florida shall have exclusive jurisdiction over any claim arising under these Terms.

**10. WAIVER OF JURY TRIAL.** Each Party hereby waives any right to jury trial in connection with any action or litigation arising out of these Terms.

**11. SURVIVAL.** Those provisions dealing with the Intellectual Property Rights of Provider, Proprietary Rights, limitations of liability and disclaimers, restrictions of warranty, Applicable Law and those other provisions which by their nature or terms are intended to survive the termination of these Terms will remain in full force and effect as between the Parties hereto as contemplated hereby.

**12. SEVERABILITY.** Except as otherwise specifically provided herein, if any term or condition of these Terms or the application thereof to either Party will to any extent be determined jointly by the Parties or by any judicial, governmental or similar authority, to be invalid or unenforceable, the remainder of these Terms, or the application of such term or provision to these Terms, the Parties or circumstances other than those as to which it is determined to be invalid or unenforceable, will not be affected thereby. If, however such invalidity or unenforceability will, in the reasonable opinion of either Party cause these Terms to fail of its intended purpose and the Parties cannot by mutual agreement amend these Terms to cure such failure, either Party may terminate these Terms for cause as provided herein above.

**13. ACCESS.** Host may not access the Blink Services if Host is a direct competitor of Provider without Provider's prior written consent. In addition, Host may not access the Blink Services for purposes of monitoring the availability, performance or functionality of Blink Services, or any other benchmarking or competitive purpose.

**14. NO AGENCY OR PARTNERSHIP CREATED BY THESE TERMS.** Provider, in the performance of these Terms, is an independent contractor. In performing its obligations under these Terms, Provider shall maintain complete control over its employees, its subcontractors and its operations. No partnership, joint venture or agency relationship is intended by Provider and any Host to be created by these Terms. Host expressly agrees and acknowledges that Provider shall have the right to provide the Blink Services to any third party, including without limitation, competitors of Host. All of these Terms are binding on the signatory to the Quote and/or the business entity it represents. The signatory represents that it has authority to bind the entity on behalf of whom it signs.

**15. MISCELLANEOUS.** Nothing in these Terms is intended to obligate or commit Provider to provide any services other than as set forth herein. The invoice and purchase order relating to these Terms may be executed in two or more counterparts (including scanned and/or electronic copies and/or electronic signatures), all of which together shall be considered a single instrument. These Terms (including any exhibits) constitutes the entire agreement, and supersedes all prior agreements and understandings (both written and oral) of the parties hereto with respect to the subject matter hereof, and cannot be amended or otherwise modified except in writing executed by the parties hereto. These Terms shall be binding upon and shall inure to the benefit of the parties and their respective successors and assigns. Nothing contained in the Agreement, whether expressed or implied, is intended to give or shall be construed as giving anyone other than the parties and the named Host and their successors or assigns any rights under these Terms. These Terms may be assigned by Provider to a parent, a wholly-owned subsidiary, an affiliate, any entity with which it might merge, or to any successor-in-interest without notice to Host.

**CONTACT US**

**Blink Customer Service:** 1-888-998-2546

**By Mail:** Blink Network, LLC

Customer Support

605 Lincoln Road, 5th Floor

Miami Beach, FL 33139

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# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**5

**Agenda Item:**

Senate Bill 1 Road Maintenance and Rehabilitation Account Project List for FY24/25

**Executive Summary:** For the City to be eligible for the RMRA funds, the City must submit a list of proposed projects to the California Transportation Commission (CTC) no later than July 1, 2024. The project(s) must be approved in the Cityâ€™s annual budget adoption or amended into the budget prior to submission to the CTC. As such, staff is requesting the attached resolution be adopted for the following roadway rehabilitation projects in the FY 24/25 Capital Improvement Plan. Proposed road segments for the FY 24/25 SB-1 RMRA Funding are as follows: 1. Pioneer Trail Pedestrian Improvement Project Ph II (Pioneer Trail from Larch Ave. to Ski Run Blvd.) 2. Tahoe Valley Stormwater Greenbelt Improvement Project Ph II (Barton Ave from 3rd St. to 4th St.) 3. 2025 Road Rehabilitation Project (5th St., 7th St., 10th St., 11th St., 12th St., 13th St., Anita Dr., Dunlap Dr., Eloise Ave., Hazel Dr., James Ave., Patricia Ln.) 4. Heavenly Village Way (US 50 to Montreal Rd.) 5. Palmira Avenue (Carson Ave to River Drive) The RMRA funding will be utilized to pave one or more of these proposed road segments in the 2025 construction season.

**Requested Action / Suggested Motions:** Pass a Resolution adopting a List of Projects for the Fiscal Year 2024/2025 Funded by SB 1: The Road Repair and Accountability Act of 2017 and in-part with Fiscal Year 2024-25 Road Maintenance and Rehabilitation Account revenues.

**Responsible Staff Member:** Stephen Anderjack, Associate Civil Engineer

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

**Attachments:**

01-Staff_Report-RMRA_Project_List 2025.docx
02-Resolution - SB1 Road Maintenance and Rehabilitation.docx
03-RMRA Estimate.pdf

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

## Meeting Date: June 18, 2024

**Senate Bill 1 Road Maintenance and Rehabilitation Account Project List for FY24/25**

**Location:** Citywide

**Responsible Staff Member:** Stephen Anderjack, Associate Civil Engineer (530) 542-6033

**Background:** In April 2017, the State passed Senate Bill 1 (SB 1), increasing the State's Gas Tax. "This act presents a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system."

SB 1 creates the Road Maintenance and Rehabilitation Account (RMRA) and the Road Maintenance and Rehabilitation Program (RMRP). Programs funded by this account include the Local Partnership Program (LPP), the Active Transportation Program (ATP), the State Highway Operation and Protection Program (SHOPP), and Local Streets and Roads apportionments.

SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."

Under SB 1 the City is eligible to receive funds for local streets and road rehabilitation and maintenance from the RMRA. The funds are a census-based apportionment and subject to certain eligibility requirements. According to the latest estimate of the State FY 24/25 RMRA apportionment for Cities (Attachment A), the City is eligible to receive approximately $554,898 in FY 24/25.

**Issue and Discussion:** For the City to be eligible for the RMRA funds, the City must submit a list of proposed projects to the California Transportation Commission (CTC) no later than July 1, 2024. The project(s) must be approved in the City's annual budget adoption or amended into the budget prior to submission to the CTC. As such, staff is requesting the attached resolution be adopted for the following tentative roadway rehabilitation projects in the FY 24/25 Capital Improvement Plan.

1. Pioneer Trail Pedestrian Improvement Project Ph II (Pioneer Trail from Larch Ave. to Ski Run Blvd.)
2. Tahoe Valley Stormwater Greenbelt Improvement Project Ph II (Barton Ave from 3rd St. to 4th St.)

3. 2025 Road Rehabilitation Project (5th St., 7th St., 10th St., 11th St., 12th St., 13th St., Anita Dr., Dunlap Dr., Eloise Ave., Hazel Dr., James Ave., Patricia Ln.)
4. Heavenly Village Way (US 50 to Montreal Rd.)
5. Palmira Avenue (Carson Ave to River Drive)

The proposed construction will typically include grinding 3-4" of asphalt and replacing it with new asphalt, based on pavement boring testing and sub-base evaluation. This rehabilitation technique should provide a 20-year life extension to the roadways. The selected projects, based on overall funding capacity, will commence summer of 2025 and will be completed by fall of 2025.

The streets selected for this program are consistent with the City's 5-year paving plan for 2025. Each of these streets has low Pavement Condition Index (PCI) ratings. Coordination with the utility providers has also occurred and no utility work is expected in these areas.

The amount of funds received through SB 1 is limited and will be insufficient to cover paving of entire length of these streets. These funds will be added to the overall project budget and will supplement the paving portion of the project. The Department expects that these funds will pave approximately 2,500 lane feet of roadway. The exact street to be paved with these funds will be determined in the future and will be dependent on additional funding allocation for the projects.

**Financial Implications:** RMRA funds have no match requirement but must be used for road rehabilitation or they will be rescinded back to the State. The City will utilize the $554,898 worth of RMRA funding to pave streets within the multiple proposed project areas.

**Environmental Considerations:** This project is considered roadway rehabilitation and will not extend the boundaries of the existing roadways. As such, the project is exempt from Tahoe Regional Planning Agency (TRPA) permits and the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15301(c) (Existing Facilities). All applicable best management practices will be utilized to protect air and water quality during construction.

**Policy Implications:** The use of these funds to supplement paving on these projects is consistent with the City's Strategic Plan 2021-2026. It aligns with goal 1.4 Transportation by rehabilitating city-owned streets. The use of these funds is also consistent with goal 5.3, Infrastructure and Maintenance. These funds help maintain City roadway infrastructure and are available on an annual basis with no requirements other than submitting an annual expenditure report. These funds are very sustainable and should continue to be available in future years

# Resolution 2024-XXX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

## Adopting a List of Projects for the Fiscal Year 2024/2025 Funded by SB 1: The Road Repair and Accountability Act of 2017

### BACKGROUND

A. Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide.

B. SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year.

C. The City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement.

D. The City will receive an estimated $554,898 in RMRA funding in the Fiscal Year 2024-25 from SB 1.

E. This is the eighth year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1.

F. The City has undergone a robust public process to ensure public input into our community's transportation priorities/the project list.

G. The City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities priorities for transportation investment.

H. The funding from SB 1 will help the City maintain and rehabilitate two roads throughout the City this year and one to two similar projects into the future.

I. The 2018 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in an "at-risk" condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into a "at-risk" condition.

J. The SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials, and practices, will have significant positive co-benefits statewide.

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

1. Declares the foregoing recitals are true and correct.
2. Adopts the following list of newly proposed projects will be funded in-part with Fiscal Year 2024-25 Road Maintenance and Rehabilitation Account revenues:

| Title | Description | Location | Component | Priority Status | Est. Schedule | | Useful Life | | Assembly | Senate |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Start | Finish | Min | Max | | |
| Pioneer Trail Pedestrian Improvement Ph II | Project will include rehabilitation of existing pavement | Pioneer Trail (Larch Ave. to Ski Run Blvd.) | Con | New 24/25 | 7/25 | 10/25 | 20 | 20 | 5 | 1 |
| Tahoe Valley Stormwater Greenbelt Improvement Project Ph II | Project will include rehabilitation of existing pavement | Barton Ave (3rd St. to 4th St.) | Con | New 24/25 | 7/25 | 10/25 | 20 | 20 | 5 | 1 |
| 2025 Road Rehab Project | Project will include rehabilitation of existing pavement | 5th St., 7th St., 10th St., 11th St., 12th St., 13th St., Anita Dr., Dunlap Dr., Eloise Ave., Hazel Dr., James Ave., Patricia Ln. | Con | New 24/25 | 7/25 | 10/25 | 20 | 20 | 5 | 1 |
| Heavenly Village Way | Project will include rehabilitation of existing pavement | US 50 to Montreal Rd. | Con | New 24/25 | 7/25 | 10/25 | 20 | 20 | 5 | 1 |
| Palmira Avenue | Project will include rehabilitation of existing pavement | Carson Ave. to River Dr. | Con | New 24/25 | 7/25 | 10/25 | 20 | 20 | 5 | 1 |

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 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.*

# Local Streets and Roads - Projected FY2024-25 Revenues

***Based on State Dept of Finance statewide revenue projections***

| *Estimated May 2024* | Highway Users Tax Acct (HUTA)[1] Streets & Highways Code | | | | | TOTAL HUTA | Road Mntnc Rehab Acct | TOTAL |
|---|---|---|---|---|---|---|---|---|
| | Sec2103 [5] | Sec2105 [3] | Sec2106 [3] | Sec2107 [3] | Sec2107.5 [4] | | | |
| **CONTRA COSTA COUNTY** | | | | | | | | |
| ANTIOCH | 1,089,077 | 728,698 | 116,744 | 993,756 | 10,000 | 2,938,275 | 2,989,896 | 5,928,171 |
| BRENTWOOD | 608,614 | 407,222 | 67,358 | 555,345 | 7,500 | 1,646,039 | 1,670,858 | 3,316,897 |
| CLAYTON | 104,377 | 69,839 | 15,529 | 95,242 | 3,000 | 287,987 | 286,553 | 574,539 |
| CONCORD | 1,184,520 | 792,559 | 126,555 | 1,080,845 | 10,000 | 3,194,480 | 3,251,922 | 6,446,402 |
| DANVILLE | 411,925 | 275,618 | 47,141 | 375,871 | 6,000 | 1,116,555 | 1,130,878 | 2,247,433 |
| EL CERRITO | 244,727 | 163,746 | 29,955 | 223,307 | 6,000 | 667,735 | 671,860 | 1,339,595 |
| HERCULES | 248,085 | 165,993 | 30,300 | 226,372 | 6,000 | 676,750 | 681,081 | 1,357,831 |
| LAFAYETTE | 239,840 | 160,476 | 29,453 | 218,848 | 6,000 | 654,617 | 658,444 | 1,313,061 |
| MARTINEZ | 354,123 | 236,943 | 41,200 | 323,129 | 6,000 | 961,394 | 972,192 | 1,933,586 |
| MORAGA | 162,944 | 109,025 | 21,549 | 148,682 | 4,000 | 446,199 | 447,337 | 893,536 |
| OAKLEY | 424,482 | 284,020 | 48,432 | 387,329 | 6,000 | 1,150,262 | 1,165,350 | 2,315,612 |
| ORINDA | 184,151 | 123,215 | 23,729 | 168,033 | 4,000 | 503,128 | 505,559 | 1,008,687 |
| PINOLE | 178,623 | 119,516 | 23,160 | 162,989 | 4,000 | 488,288 | 490,382 | 978,670 |
| PITTSBURG | 719,265 | 481,258 | 78,732 | 656,311 | 7,500 | 1,943,067 | 1,974,634 | 3,917,700 |
| PLEASANT HILL | 325,566 | 217,836 | 38,264 | 297,071 | 6,000 | 884,738 | 893,794 | 1,778,531 |
| RICHMOND | 1,093,341 | 731,551 | 117,183 | 997,646 | 10,000 | 2,949,721 | 3,001,603 | 5,951,324 |
| SAN PABLO | 303,812 | 203,280 | 36,028 | 277,221 | 6,000 | 826,340 | 834,069 | 1,660,409 |
| SAN RAMON | 798,067 | 533,984 | 86,832 | 728,216 | 7,500 | 2,154,600 | 2,190,973 | 4,345,572 |
| WALNUT CREEK | 663,237 | 443,770 | 72,973 | 605,187 | 7,500 | 1,792,666 | 1,820,816 | 3,613,483 |
| **DEL NORTE COUNTY** | | | | | | | | |
| CRESCENT CITY | 63,660 | 42,595 | 122,020 | 58,089 | 2,000 | 288,364 | 174,770 | 463,134 |
| **EL DORADO COUNTY** | | | | | | | | |
| PLACERVILLE | 101,991 | 68,242 | 299,390 | 93,572 | 3,000 | 566,195 | 280,000 | 846,195 |
| SOUTH LAKE TAHOE | 202,123 | 135,240 | 588,613 | 1,627,775 | 5,000 | 2,558,751 | 554,898 | 3,113,649 |

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**6

**Agenda Item:** Amendment to American Rescue Plan Act of 2021 (ARPA) Funding Budget Appropriations

**Executive Summary:** On January 6th, 2022 the U.S. Department of the Treasury issued the Final Rule for the State and Local Fiscal Recovery Funds (SLFRF) program. The final rule provides state and local governments with increased flexibility to pursue a wider range of uses, as well as greater simplicity so the government can focus on responding to the crisis in the communities and maximizing the impact of their funds. In addition to several expansions to the statutory categories of uses, it provided the option to elect a standard allowance for revenue loss rather than calculating revenue loss through the formula. Under this option, Treasury presumes that up to $10 million in revenue has been lost due to the public health emergency and recipients are permitted to use that amount (not to exceed the award amount) to fund â€œgovernment services.â€ On February 1, 2022, the City Council through Resolution 2022-019, electing the provision of a â€œstandard allowanceâ€ for the allocated to the City $5,309,994 to spend on government services through the period of performance. Due to the timing requirements for ARPA funding obligation and spending, staff is proposing to transfer $482,655 in unspent and/or unobligated ARPA funding to the Bijou Park Creek Restoration Capital Improvement Program (CIP) project account 301-40051 to ensure compliance with ARPA rules. The proposed reallocations is within the allowed provision of revenue loss.

**Requested Action / Suggested Motions:** Pass a Resolution authorizing Fiscal Year 2023-2024 budget amendments for reallocating American Rescue Plan Act (ARPA) funding, consistent with the requirements of statutory category C, Revenue Loss for the provision of government services, and approving additional budget transfers for active Capital Improvement Projects.

**Responsible Staff Member:** Olga Tikhomirova, Director of Finance

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

**Attachments:**

01-Staff Report ARPA funding budget amendments.docx
02-Resolution - ARPA funding Budget amendments.docx

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

## Meeting Date: June 18, 2024

**Title: Amendment to American Rescue Plan Act of 2021 (ARPA) Funding Budget Appropriations**

**Location:** Citywide

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

**Background:** The American Rescue Plan Act (ARPA) of 2021 was signed into law by President Biden on March 11, 2021. The City of South Lake Tahoe was provided a total of $5,309,994 in funding. The City elected the provision of a "standard allowance" with the option to spend this funding on government services through the period of performance. All ARPA funds must be allocated (fully obligated, with contracts awarded) by the end of 2024 and projects closed out and funds fully expended by the end of 2026.

**Issue and Discussion:** Through the most recent June 4, 2024, council meeting, the City Council appropriated a total of $5,209,994 for thirteen different projects. A total of $482,655 from several of these projects remains unspent and unobligated due to project completions or delays and is proposed to be reallocated to the Bijou Park Creek Restoration project. All projects are listed below with their statuses and the proposed reallocation of funding.

1. Long Term Rental Incentive Pilot Program – appropriated $500,000 on October 19, 2021. $109,207 remains unspent. The project is active, no changes are proposed.
2. Services Center Maintenance/Repair – appropriated $80,000 on December 4, 2021. $49,663 remains unspent. The project is active, no changes are proposed.
3. Renovations and Improvement of Skate Park - appropriated $250,000 on January 4, 2022. $176,125 remains unspent. The project is active, no changes are proposed.
4. Bike Trail Network Improvements - appropriated $50,000 on January 4, 2022. $35,597 remains unspent. The project is active, no changes are proposed.
5. Planning and studies for the Greenway Phase 1 Bike Trail Project - appropriated $200,000 on January 4, 2022 and $56,038 on June 7, 2022. $173,544 remains unspent. The project is active, no changes are proposed.
6. Broadband Study and Deployment - appropriated $400,000 on February 1, 2022 (of which $204,657 in project savings was reallocated to Bijou Park Connector in the FY 2023-2024 adopted budget). A total of $296,975 in budget savings from this project, including already reallocated amount remains unspent. Proposing to reallocate the total unspent amount of $296,975 to the Bijou Park Creek Restoration project. The Bijou Park Connector project will not have a contract awarded by the end of 2024.

7. Solar Trash Compacting - appropriated $50,000 on March 15, 2022. $541 remains unspent. The project is closed. Proposing to reallocate the remaining amount to the Bijou Park Creek Restoration project.
8. Bijou Park Recreation Improvements to the BMX Track - appropriated $35,000 on March 15, 2022. $35,000 remains unspent. The project is still in the planning phase and the contract is not anticipated to be awarded by the end of 2024. This project will likely require additional funding. Staff is requesting to reallocate ARPA funding from this project to the Bijou Park Creek Restoration project and replace it with $35,000 from General Fund Undesignated Excess Reserves to ensure the project is progressing as planned.
9. Small Business Sustainability Loan Forgiveness - appropriated $377,500 on March 15, 2022. $139 remains unspent. Proposing to reallocate the remaining amount to the Bijou Park Creek Restoration project.
10. REACH code development - appropriated $50,000 on April 5, 2022. Funds are fully expended, not changes are requested.
11. STPUD Fire Hydrants - appropriated $300,000 on May 17, 2022. Funds are fully expended, not changes are requested.
12. Ski Run Park Infrastructure - appropriated $150,000 on June 7, 2022. This project's expense for park's ADA improvements were charged to a different CIP project account due to compliance requirements. The full amount of funding remains unspent. Proposing to reallocate the full amount to the Bijou Park Creek Restoration project.
13. Recreation Center Construction project - appropriated $2,711,457 on September 26, 2023. Funds are fully spent, not changes are requested.

Additionally, $100,000 for the previously approved Art Program project remains unallocated in the General Fund's fund balance. The project is currently in the bidding phase and the contract awards are anticipated by the end of 2024.

A total of $482,655 will be reallocated to the Bijou Park Creek Restoration project. This project is currently undergoing the design phase with the construction award for a portion of the overall project (Rockwood to Blackwood Drainage Improvements) anticipated in August 2024. Of the additional $300,000 funding allocated to this project from the Cannabis revenue fund during mid-year budget review process, $204,657 is proposed to be moved to the Bijou Park Connector project that is losing the same amount of ARPA funding to the Bijou Park Creek Restoration project in this reallocation process. Since the Connector project is not anticipated to have a contract awarded by the end of 2024 when ARPA funding needs to be obligated, the requested funding swap will help to comply with ARPA's federal spending requirements.

**Financial Implications:** The attached resolution will reallocate unspent or unobligated total amount of $482,655 from several previously approved projects to account 301-40051 Bijou Park Creek Restoration project that is nearing the award phase. Of the $300,000 amount allocated to the Restoration project during the mid-year budget review from the Cannabis revenue fund, $204,657 will be transferred to the Bijou Park Connector project that is losing time-sensitive ARPA funding. Additionally, staff is requesting to replace ARPA funding transferred from the Bijou Park Recreation Improvement to the BMX Track project with the $35,000 funding from the General Fund Undesignated Excess Reserves.

**Environmental Considerations:** Budget amendments to fund the Bijou Park Creek Restoration project that is still in design is not approval of a project requiring review under California Environmental Quality Act ("CEQA") section 15352.

**Policy Implications:** Consistent with City's Financial Policies and City Council priorities.

# Resolution 2024-XXX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

**Authorizing Fiscal Year 2023-2024 budget amendments for reallocating American Rescue Plan Act (ARPA) funding, consistent with the requirements of statutory category C, Revenue Loss for the provision of government services, and approving additional budget transfers for active Capital Improvement Projects**

A. The City of South Lake Tahoe was allocated a total of $5,309,994 in funding from the American Rescue Plan (ARPA).

B. On February 1, 2022, the City Council adopted Resolution 2022-019 electing the provision of a "standard allowance" of up to $10 million provided in the U.S. Department of the Treasury Final Rule to spend on government services through the period of performance, for the allocated ARPA funding.

C. Through June 4, 2024 council meeting, the City Council appropriated a total of $5,209,994 for the following projects:

1. Long Term Rental Incentive Pilot Program - $500,000 on October 19, 2021
2. Services Center Maintenance/Repair - $80,000 on December 4, 2021
3. Renovations and Improvement of skate park - $250,000 on January 4, 2022
4. Bike Trail Network Improvements - $50,000 on January 4, 2022
5. Planning and studies for the Greenway Phase 1 Bike Trail Project - $200,000 on January 4, 2022 and $56,038 on June 7, 2022
6. Broadband Study and Deployment - $400,000 on February 1, 2022 (of which $204,657 in project savings was reallocated to Bijou Park Connector in the FY 2023-2024 adopted budget)
7. Solar Trash Compacting - $50,000 on March 15, 2022
8. Bijou Park Recreation Improvements to the BMX Track - $35,000 on March 15, 2022
9. Small Business Sustainability Loan forgiveness - $377,500 on March 15, 2022
10. REACH code development - $50,000 on April 5, 2022
11. STPUD Fire Hydrants - $300,000 on May 17, 2022
12. Ski Run Park Infrastructure - $150,000 on June 7, 2022
13. Recreation Center Construction project - $2,711,457 on September 26, 2023

A balance of $100,000 earmarked for the Art Program project remains unallocated.

D. All ARPA funds must be allocated (obligated with contracts awarded) by the end of 2024 and projects closed out and funds fully expended by the end of 2026.

E. ARPA Funding in several projects listed above remains unspent and/or unobligated due to project delays or completion. Staff proposes to reallocate the total amount of $482,655 from several of these projects currently budgeted in Fiscal Year 2023-2024 or located in the General Fund fund balance in the following way:

1. Long Term Rental Incentive Pilot Program - $500,000

i. Account 320-30003
ii. $109,207 unspent
iii. No changes

2. Services Center Maintenance/Repair – $80,000
    i. Account 301-60017
    ii. $49,663 unspent
    iii. No changes
3. Renovations and Improvement of skate park - $250,000
    i. Account 301-60075
    ii. $176,125 unspent
    iii. No Changes
4. Bike Trail Network Improvements - $50,000
    i. Account 301-50051
    ii. $35,597 unspent
    iii. No Changes
5. Planning and studies for the Greenway Phase 1 Bike Trail Project - $200,000
    i. Account 301-50041
    ii. $173,544 unspent
    iii. No Changes
6. Broadband Study and Deployment - $400,000
    i. Account 301-60076
    ii. $296,975 unspent
    iii. Change reallocation of $204,657 in project savings from Bijou Park Connector, account 301-50037 approved in the FY 2023-2024 adopted budget, and reallocate the remaining Broadband project savings of $92,318, for a total of $296,975 to Bijou Park Creek Restoration project, account 301-40051.
7. Solar Trash Compacting - $50,000
    i. In General Fund fund balance
    ii. $541 unspent
    iii. Reallocate to Bijou Park Creek Restoration project, account 301-40051
8. Bijou Park Recreation Improvements to the BMX Track - $35,000
    i. Account 301-60066
    ii. $35,000 unspent
    iii. Reallocate to Bijou Park Creek Restoration project, account 301-40051
    iv. Replace ARPA funding with funds from General Fund Undesignated Excess Reserves.
9. Small Business Sustainability Loan forgiveness – $377,500
    i. In General Fund fund balance
    ii. $139 unspent
    iii. Reallocate to Bijou Park Creek Restoration project, account 301-40051
10. REACH code development - $50,000
    i. Account 100-03110
    ii. Fully spent, no changes
11. STPUD Fire Hydrants - $300,000
    i. Account 301-60077
    ii. Fully spent, no changes
12. Ski Run Park Infrastructure - $150,000
    i. Account 301-60078
    ii. Reallocate to Bijou Park Creek Restoration project, account 301-40051
13. Recreation Center Construction project - $2,711,457
    i. Account 301-60018

ii. Fully spent, no changes

14. Art Program - $100,000
    i. In General Fund fund balance
    ii. $100,000 unobligated and unspent, no changes

F. Due to accumulation of additional ARPA funding in the Bijou Park Creek Restoration project, staff is requesting to reallocate $204,657 of the $300,000 budgeted transfer allocated to this project during FY 2023-2024 mid-year budget review process, to the Bijou Park Connector project, account 301-50037 that is losing the same amount in ARPA funding.

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

1. Authorizes a transfer of the unobligated and/or unspent ARPA funding as shown in the table below:

| Fund/Account | Description | Revenue (Increase) Decrease | Expense Increase (Decrease) |
|---|---|---|---|
| 301-60076-36375 | Reallocate ARPA revenue from Broadband Study Project | $296,975 | |
| 301-60076-42020 | Reallocate ARPA expense from Broadband Study Project | | ($92,318) |
| 301-60076-50014 | Reallocate ARPA expense from Broadband Study Project | | ($204,657) |
| 301-50037-36304 | Reallocate ARPA revenue from Bijou Park Creek Connector | $204,657 | |
| 301-50037-42020 | Reallocate ARPA expense from Bijou Park Creek Connector | | ($204,657) |
| 100-01956-50014 | Allocate ARPA revenue from General Fund Solar Trash Compacting and Small Business Sustainability Loan Forgiveness projects budget savings | | $680 |
| 301-60066-36375 | Reallocate ARPA revenue from Bijou Park Recreation Improvements to the BMX Track project | $35,000 | |
| 301-60066-48030 | Reallocate ARPA expense from Bijou Park Recreation Improvements to the BMX Track project | | ($35,000) |
| 100-01956-50014 | Replace APRA funding revenue in 301-60066 projects account with General Fund Undesignated Excess Reserves | | $35,000 |
| 301-60066-36300 | Replace ARPA funding revenue with General Fund Undesignated Excess Reserves funding | ($35,000) | |

| | | | |
|---|---|---|---|
| 301-60066-48030 | Replace ARPA funded expense with General Fund funds | | $35,000 |
| 301-60078-36300 | Reallocate ARPA revenue from Ski Run Park Infrastructure project | $150,000 | |
| 301-60078-48030 | Reallocate ARPA expense from Ski Run Park Infrastructure project | | ($150,000) |
| 301-40051-36375 | Reallocate ARPA revenue to Bijou Park Creek Restoration project | ($482,655) | |
| 301-40051-48030 | Reallocate ARPA expense to Bijou Park Creek Restoration project | | $482,655 |
| 301-40051-36373 | Reallocate Transfer in from Cannabis from Bijou Park Creek Restoration project | $204,657 | |
| 301-40051-48030 | Reallocate expense from Bijou Park Creek Restoration project | | ($204,657) |
| 301-50037-36373 | Reallocate Transfer in from Cannabis to Bijou Park Connector project | ($204,657) | |
| 301-50037-48010 | Reallocate expense to Bijou Park Connector project | | $204,657 |

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 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**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**7

**Agenda Item:** Ski Run Park Donation Acceptance

**Executive Summary:** In June 2021, the City and Friends of Ski Run entered into a Memorandum of Understanding to establish a general framework to collaborate on the construction, maintenance, funding, and operations of Ski Run Park. The Friends of Ski Run purchased the parcel at 1195 Ski Run Blvd in 2021, with the intent to construct a community park and donate it to the City. Since that time, Friends of Ski Run have raised funds, developed construction plans, obtained permits and constructed the park. Construction of the park is nearly complete and the City Council will consider acceptance of the land and park improvements

**Requested Action / Suggested Motions:** Pass a Resolution authorizing and directing the City Manager to accept Grant Deed and accept donation, valued at $175,000, of Ski Run Community Park for dedicated use as a public park from SkiRunPark LLC, upon completion of park improvements and passing inspections.

**Responsible Staff Member:** Hilary Roverud, Assistant City Manager

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

**Attachments:**

01-Staff Report - Ski Run Park Donation Acceptance.docx
02-C-069-2021 Friends of Ski Run MOU
03-Appraisal
04-Resolution Authorizing Acceptance of Ski Run Park.docx
05-Grant Deed (Exh. A to Reso).doc

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

## Meeting Date: June 18, 2024

**Title:** Ski Run Park Donation Acceptance

**Location:** 1195 Ski Run Blvd

**Responsible Staff Member:** Hilary Roverud, Assistant City Manager

**Background:** In June 2021, the City and Friends of Ski Run entered into a Memorandum of Understanding to establish a general framework for a collaborative working relationship and define the respective roles and responsibilities of the Parties for the construction, maintenance, funding, and operations of Ski Run Park.

The Friends of Ski Run created an entity called SkiRunPark, LLC and purchased the parcel at 1195 Ski Run Blvd in 2021, with the intent to construct a community park and donate it to the City. Since that time, Friends of Ski Run have raised funds, developed construction plans, obtained permits and constructed the park.

**Issue and Discussion:** Construction of Ski Run Community Park is nearly complete and it will be open to the public once final items are addressed and the ownership is transferred to the City. Inspections have been conducted by the City Building Division and Parks Division staff to ensure compliance with construction and safety regulations.

The attached resolution would authorize the City Manager to accept the donation of the land and park improvements to the City once final construction items have been addressed and the improvements signed off by the Building Official and Director of Parks and Recreation.

A narrative appraisal of the park land and improvements has been conducted by Benjamin Johnson, MAI and is attached. Appraised value is $175,000.

**Financial Implications:** With donation of the Ski Run Community Park, the City will acquire an asset with appraised value of $175,000. The City will be responsible for ongoing maintenance of the park, which is estimated to have an annual cost of $10,000 in staff and operational expenses.

**Environmental Considerations:** Adoption of a resolution to authorize the City Manager to accept a grant deed 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 is consistent with Strategic Plan priority 2.1 which directs the City to “enhance the quality and quantity of Parks & Recreation opportunities for residents and visitors while prioritizing the construction of parks, recreation facilities and trails to support and maximize the highest community benefit that provides access for all.”

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# MEMORANDUM OF UNDERSTANDING
# REGARDING SKI RUN PARK

This **Memorandum of Understanding** ("**MOU**") is entered into this 15th day of June, 2021 ("**Effective Date**") by and between the City of South Lake Tahoe, a municipal corporation ("**City**") and Friends of Ski Run, a California non-profit public benefit corporation ("**Friends**"). The parties to this MOU are sometimes referred to as each, a "**Party**" and collectively, the "**Parties**."

**WHEREAS,** SkiRunPark LLC recently acquired a certain unimproved real property with Assessor Parcel Number 027-161-30-100, commonly known as 1195 Ski Run Blvd., South Lake Tahoe CA 96150 ("**Property**") for $45,000.

**WHEREAS,** Friends is a nonprofit public benefit corporation that is tax exempt under Internal Revenue Code Section 501(c)(3) and organized to beautify, market, and facilitate activities and economic development in the Ski Run Blvd. area of South Lake Tahoe.

**WHEREAS,** SkiRunPark LLC is a California limited liability company associated with Friends and established in May 2021 to acquire the Property.

**WHEREAS,** SkiRunPark LLC desires to donate the Property to the City, and the City desires to accept the donation pursuant to California Government Code section 37350, for use as a community park ("**Ski Run Park**").

**WHEREAS,** the City and Friends desire to cooperate and collaborate in order to improve and develop the Property as Ski Run Park.

**NOW, THEREFORE,** in order to advance their mutual objectives and commence a collaborative process with respect to the development of Ski Run Park, the City and Friends agree as follows:

**1. Purpose of MOU.** The purpose of this MOU is to establish a general framework for a collaborative working relationship and define the respective roles and responsibilities of the Parties for the construction, maintenance, funding, and operations of Ski Run Park.

**2. General Relationship of the Parties.** The City and Friends shall work collaboratively to identify and implement improvements related to the construction, maintenance, and preservation of Ski Run Park, and/or programs and activities occurring thereon ("**Projects**"). The City and Friends shall also cooperate on public outreach and/or community assessments related to potential Projects and the ongoing operations of Ski Run Park.

**3. Responsibilities of Friends**.

3.1. Advisory Role. Friends shall serve as a community advisor to the City with respect to any proposed Projects and the construction and operations of Ski Run Park.

3.2. Fundraising. Friends is authorized, but is not obligated to, solicit and raise funds on an initial and ongoing basis to support the design, construction, maintenance, and operation of Ski Run Park. Notwithstanding any provision of this MOU to the contrary, any and all funds received by Friends (through donations, grants, or otherwise) shall remain the property of and shall be solely under the control of Friends, and Friends shall retain sole authority over its own operations and decision making, including, without limitation, the extent of its participation in any Project or fundraising activities.

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3.3. Volunteers. In cooperation with the City, Friends may provide volunteers to carry out the development and maintenance of Ski Run Park as set forth in this MOU. Such persons shall be managed and supervised by Friends, shall be qualified to perform the duties to which they are assigned, shall not be compensated for such services, and shall be required to follow the City's volunteer policies and sign a volunteer waiver of liability on a form to be provided by the City. Friends may not hire or pay for contract services for maintenance or improvements at Ski Run Park without the prior consent of the City.

**4. Responsibilities of City.**

4.1. Ownership and Maintenance. The City shall be responsible for the ownership, operation, and maintenance of Ski Run Park, including, without limitation, the payment of all taxes, utilities and costs incident thereto. Although the City intends to collaborate with Friends in good faith regarding any proposed Projects, the City shall retain the authority to approve Projects and maintain and operate Ski Run Park in its sole and absolute discretion.

4.2. Access. The City shall grant Friends, and its directors, officers, employees, contractors, subcontractors and consultants, a nonexclusive license to enter upon and use Ski Run Park in connection with the relationship contemplated by this MOU.

4.3. Coordination and Communication. The City shall provide a staff person who shall serve as the primary contact for coordination and direction of City obligations under this MOU. Said staff person shall be the City's Parks and Recreation Director unless a different contact person is designated by the City.

**5. Limitations Of Liability.**

5.1. Consequential Damages. Notwithstanding any provision in this MOU to the contrary, the each Party agrees not to assert against the other Party any claim, demand or suit for consequential, incidental, indirect or special damages arising from any aspect of the performance or nonperformance of the activities contemplated under this MOU, and the each Party waives any such claim, demand or suit against the other Party.

5.2. Exclusivity. The provisions of this section constitute each Party's exclusive liability and each Party's sole remedy with respect to the activities contemplated by this MOU, and each Party hereby expressly and knowingly releases the other Party from any further liability.

**6. Notices.** Any notice required to be given under this MOU 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: Parks and Recreation Director
City of South Lake Tahoe
1180 Rufus Allen Blvd.
South Lake Tahoe, CA 96150

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

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If to Friends: Friends of Ski Run
Rachel Carlson
1202 Ski Run Blvd.
South Lake Tahoe, CA 96150

**7. Assignment.** This MOU is personal to Friends. As such, Friends has no right to assign any part of this MOU, or any part of its obligations under this MOU in whole or in part. Friends may not grant concessions in or upon Ski Run Park without the prior written approval of the City.

**8. Non-Liability for Breach.** This MOU is a preliminary expression of mutual cooperation and intent. It is not intended to be a binding contract and is not enforceable against either Party, nor against any elective or appointive board, commission, member, officer, employee, director, volunteer or other agent of either Party.

**9. Term.** The term of this MOU will commence as of the Effective Date and shall continue for five (5) years ("**Term**") unless earlier terminated as provided herein or extended by the mutual agreement of City and Friends. Notwithstanding the foregoing, this MOU shall terminate upon any of the following: (1) execution by the parties of a subsequent agreement related to Ski Run Park; or (2) at least thirty (30) days written notice by either Party to the other of such Party's intent to terminate the MOU.

**10. No Agency Relationship.** The relationship between the City and Friends and their respective agents, volunteers, directors, or employees as provided herein shall be that of an independent contractor. No agency, joint powers agreement, or other relationship is created or intended to be created by this MOU.

**11. Good Faith.** Friends and the City shall use their good faith best efforts to do, or cause to be done, all things reasonably necessary or advisable to carry out the terms and conditions of this MOU.

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

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

**14. Amendments.** This MOU may be modified or amended only by a written document executed by both Friends and the City and approved as to form by the City Attorney.

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

**16. Counterparts.** This MOU may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original for all purposes, but all of which together shall constitute one and the same instrument.

[SIGNATURE PAGE FOLLOWS]

**IN WITNESS WHEREOF,** the Parties have caused this Memorandum of Understanding to be executed as of the Effective Date.

**Friends of Ski Run:**

Chris McNamara 6/25/2021
By: Chris McNamara

**City of South Lake Tahoe**

6/25/2021
City of South Lake Tahoe
By: Tamara Wallace, Mayor

**Attest:**

By: Susan Blankenship, City Clerk

**APPROVED AS TO FORM:**

Heather Stroud
By: Heather Stroud, City Attorney

A NARRATIVE APPRAISAL
OF THE

# SKI RUN COMMUNITY PARK

LOCATED AT

1195 SKI RUN BOULEVARD
SOUTH LAKE TAHOE,
EL DORADO COUNTY, CALIFORNIA

OWNED BY AND PREPARED FOR

SKIRUNPARK, LLC

A Narrative Appraisal
Of A

# Ski Run Community Park

Located At

## 1195 Ski Run Boulevard
## South Lake Tahoe,
## El Dorado County, California

Owned By and Prepared For

## SkiRunPark, LLC

For the Purpose of

Estimating Hypothetical
As Complete Market Value
As of
June 3, 2024

Prepared By

Benjamin Q. Johnson, MAI
124 McFaul Way, Suite 201
Zephyr Cove, NV 89448

Johnson Valuation Group, Ltd. California / Nevada

Post Office Box 11430 ■ 124 McFaul Way, Ste. 201 ■ Lake Tahoe, Nevada 89448 ■ (775) 588-4787

June 6, 2024

Devin Middlebrook
Skirunpark, LLC

***Re: A Narrative Appraisal of the Hypothetical As Complete Ski Run Community Park located at 1195 Ski Run Boulevard, South Lake Tahoe, El Dorado County, California***

Dear Mr. Middlebrook:

This is in response to your request for an appraisal of the real property located 1195 Ski Run Boulevard in South Lake Tahoe, El Dorado County, California that is presently in the process of being improved with the Ski run Community Park. The property may be further identified as El Dorado County Assessor's Parcel Number 027-161-030-000. El Dorado County Records indicate the subject owner as SkiRunPark, LLC

The subject property was previously improved with a motel. Safeway purchased the property in 1999 and subsequently demolished the improvements, banked the existing TRPA development resources (Land Coverage and TAU's that were converted to CFA) and then transferred the vast majority of the development rights off the site. As part of the approval to transfer the development rights from the site, the property was deed restricted to prohibit the transfer back of land coverage, CFA or TAUs to the subject site. Subsequently, the subject property was purchased by the current owners in 2021 for the proposed development of a community park. In 2022, the City of South Lake Tahoe and TRPA approved the proposed use. The permit specifically authorizes the construction of a day-use area (Ski Run Community Park). The parcel is located in the Tourist Core Area Plan Town Center Mixed-Use District and is zoned as Tourist. Day-use areas are allowed in the district.

Subsequent to the approval for development of the Ski Run Community Park, TRPA authorized modification of the prior deed restrictions to allow for land coverage to be returned to the portion of the property mapped as Land Capability District 5 District for use in development and operation of the Ski Run Community Park.

The property is presently under development with a community park and the Client has requested that this appraisal be predicted upon the hypothetical condition that the park is 100% complete per approvals, plans and specifications as of the relevant date of valuation.

The current owner plans to donate the property to the City of South Lake Tahoe at completion of construction. This appraisal is being prepared for the purpose of estimating the Hypothetical as Complete Market Value of the subject property as of a current date of valuation. The intended use of this appraisal is to assist the Client and The City of South Lake Tahoe with estimating the as complete value in connection with a proposed donation of the subject property, once 100% complete. Any other use of this appraisal report requires the prior written authorization of this appraisal firm. This firm is not responsible for unauthorized use of the appraisal report.

This appraisal is prepared in a narrative report format. A narrative appraisal report is intended to comply with the reporting requirements set forth under Standards Rule 2-2(a) of the *Uniform Standards of Professional Appraisal Practice* for a narrative appraisal report. As such, it presents only summary discussions of the data, reasoning and analyses that are used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning and analyses is retained in this appraiser's file. The depth of the discussion contained in the report is specific to the needs of the client and for the intended use as stated herein.

I attest to have the knowledge and experience necessary to complete this appraisal assignment. No one other than the undersigned prepared the analyses, conclusions and opinions concerning real estate that are set forth in the accompanying appraisal report.

After careful consideration of all data available, and upon thorough personal investigation of the subject property and the comparable properties analyzed, it is my opinion that the Hypothetical As Complete Market Value of the subject property, as of June 3, 2024 is as follows:

**FINAL HYPOTHETICAL AS COMPLETE MARKET VALUE CONCLUSION** **$175,000**
**(100% complete per plans, specifications and approvals)**

Respectfully Submitted,

Benjamin Q Johnson

Benjamin Q. Johnson, MAI
California Certified General Appraiser
License Number AG043925

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## TABLE OF CONTENTS

Cover
Title Page
Letter of Transmittal
Table of Contents

| | |
|---|---|
| Summary of Salient Facts and Important Conclusions | 1 |
| Purpose of Appraisal | 2 |
| Regional Map | 5 |
| Area Map | 7 |
| Neighborhood Map | 8 |
| Subject Map | 8 |
| Area Description | 9 |
| Subject Photographs | 38 |
| Assessor's Parcel Maps | 44 |
| Aerial View | 46 |
| Subject Property Identification and Description | 47 |
| Highest and Best Use Analysis | 64 |
| Introduction to Valuation Analysis | 68 |
| Comparable Land Sales Chart | 69 |
| Comparable Land Sales Map | 70 |
| Comparable Land Sales Profile Sheets | 71 |
| Comparable Land Sales Discussion and Comparison | 75 |
| Exposure Time Analysis | 78 |
| Appraisers' Certification | 79 |
| Standard Assumptions and Limiting Conditions | 81 |
| Appraisers' Qualifications | 87 |

Addedna – Proposed Plans

## SUMMARY OF SALIENT FACTS AND IMPORTANT CONCLUSIONS

| | |
|---|---|
| **Assessor's Parcel Number** | 027-161-030-000 |
| **Property Address** | 1195 Ski Run Boulevard, South Lake Tahoe, El Dorado County, California |
| **Owner of Record** | SkiRunPark, LLC |
| **Total Land Area** | 0.574± acres (25,003± square feet) |
| **Existing Land Coverage** | 1,447± square feet (existing at completion of construction) |
| **Existing CFA** | 256± square feet (banked) |
| **Improvements** | Streetscape along Ski Run Boulevard and Community Park that is Partially Completed |
| **Zoning** | Tourist Core Area Plan<br>TSC-MUC (Tourist Center Mixed-Use Corridor) |
| **Highest and Best Use** | Open Space/Day Use/Combined with adjacent parcel for density |
| **Flood Zone** | Flood Zone X |
| **Interest Appraised** | 100% Fee Simple |
| **Date of Valuation** | June 3, 2024 |
| **Date of Completion of Report** | June 6, 2024 |

**FINAL HYPOTHETICAL AS COMPLETE MARKET VALUE CONCLUSION** **$175,000**
**(100% complete per plans, specifications and approvals)**

## PURPOSE OF APPRAISAL

This appraisal was prepared for the purpose of estimating the Hypothetical As Complete Market Value of the 100% fee simple interest in the subject property as of a current date of valuation.

## INTENDED USERS OF APPRAISAL

The client of this appraisal is the property owner, Skirunpark, LLC.

## INTENDED USERS OF APPRAISAL

The intended users of this report are Skirunpark, LLC and the City of South Lake Tahoe.

## INTENDED USE OF APPRAISAL

The intended use of this appraisal is to assist the Client and The City of South Lake Tahoe with estimating the as complete value of the subject property in connection with a proposed donation of the subject property, once 100% complete, to the City of South Lake Tahoe. Any other use of this appraisal report requires the prior written authorization of this appraisal firm. This firm is not responsible for unauthorized use of the appraisal report.

## SCOPE OF APPRAISAL

This is a narrative appraisal which has been prepared in conformance with the requirements of the *Uniform Standards of Professional Appraisal Practice* as promulgated by the Appraisal Standards Board of the Appraisal Foundation.

Preparation of the following report included:

- Identification and analysis of area and neighborhood data;
- Review of TRPA file data related to the subject property;
- Review of proposed plans for the subject property;
- Inspection and analysis of the subject property;
- Completion of a Highest and Best Use Analysis;
- Research, analysis and inspection of comparable sales;
- Verification of sales data;
- Completion of a Sales Comparison Approach Analysis;
- Final Market Value Conclusion;
- Preparation of a narrative appraisal report.

## MARKET VALUE DEFINED

Market Value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1) Buyer and seller are typically motivated;
2) Both parties are well informed or well advised, and acting in what they consider their own best interests;
3) A reasonable time is allowed for exposure in the open market;
4) Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5) The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.[1]

## DATE OF VALUATION

The date of valuation of this report is June 3, 2024, the date of my most recent physical inspection of the subject property.

## PROPERTY RIGHTS APPRAISED

This appraisal report addresses the 100% fee simple interest of the subject property.

## DATE OF INSPECTION

The subject property and the neighborhood in which it is situated was inspected by Benjamin Q. Johnson on various dates in May and June of 2024. The most recent inspection occurred on June 3, 2024.

[1] Rules and Regulations, Federal Register, Vol. 55, No. 165, Page 34696, 12CFR Part 34.42(f)

## DATE OF COMPLETION OF REPORT

This report was completed on June 6, 2024.

## HYPOTHETICAL CONDITION

This appraisal has been prepared predicated up a Hypothetical Condition. The use of the hypothetical condition has a material effect on the conclusions reached herein.

**Definition:**

> Hypothetical Condition: "A condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of the analysis."[2]
>
> The Hypothetical Condition utilized for this assignment is as follows:

The subject is presently being developed with a community park including play equipment, turf, gathering space, mural wall, climbing boulder, hill slide, swings, benches, and a community table. The project also includes enhancing a historically non-functioning stream environment zone that is located on the parcel.

[2] Source: USPAP 2024-2025 Edition, Definitions; The Appraisal Foundation, Page 4.

The site plan for the project under development is presented as follows:



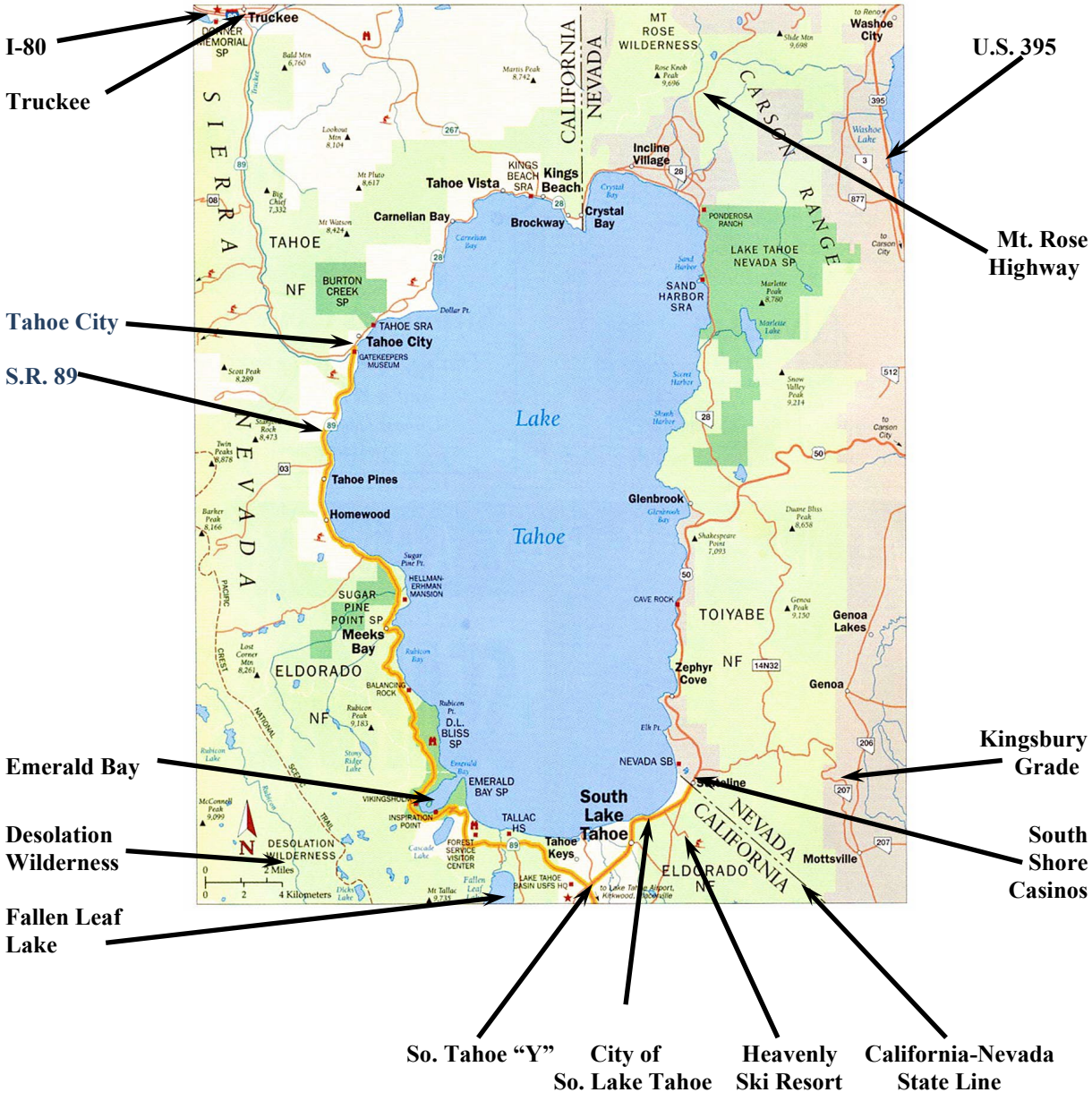

The improvements are presently under construction and expected to be completed in the summer of 2024. The full set of plans are included in the addenda to this appraisal and incorporated by reference herein. This appraisal is predicated upon the assumption the improvements presently being constructed are 100% complete as of the relevant date of valuation in accordance with the plans, specifications and approvals. The Client has requested the use of this Hypothetical Condition as it will reflect the condition of the property at the time it is expected to be donated to the City of South Lake Tahoe upon completion.

## REGIONAL MAP




North

# AREA MAP
## Lake Tahoe Basin



## AREA DESCRIPTION

The Lake Tahoe Basin is situated in the Sierra Nevada on the Nevada-California border, approximately 200 miles northeast of San Francisco and approximately 40 miles southwest of Reno. An estimated two-thirds of Lake Tahoe lies within California and approximately one-third lies within Nevada. The maximum elevation of the lake level is legally regulated at 6,229.10 feet. Many of the surrounding mountain peaks exceed 10,000 feet. Lake Tahoe is 21½ miles long and 12 miles wide. It has a 71± mile shoreline and a maximum depth of 1,645 feet. The surface covers 190 square miles, and the lake contains more than 122 million acre-feet of water. Lake Tahoe is the tenth deepest lake in the world and the second clearest in the United States. The unique recreational amenity provided by the lake itself and the dramatic prospect offered by the surrounding mountains attract millions of tourists each year.

The U. S. Forest Service owns more than 70% of the land area within the Lake Tahoe Basin. Private ownerships are estimated to control less than 20% of the land within the Basin. Most of the remaining land is owned either by state or local governments. Because so much of the land within the Basin is under public ownership, it is available to the general public for a wide variety of recreational utilizations.

There are approximately 1,100 residential lakefront parcels in the Lake Tahoe Basin, which are distributed across the following Nevada and California counties:

| | |
|---|---|
| El Dorado County, Nevada | 21% |
| Washoe County, Nevada | 14% |
| El Dorado County, California | 36% |
| El Dorado County, California | 29% |
| Carson City County, Nevada | Less than 1% |

**Climate**

The Lake Tahoe Basin enjoys an average of 273 fair days each year. It has an average annual precipitation of 35.5 inches at lake level and an average annual snowfall of 217 inches. During the winter months, the average high temperature is in the mid 40° F with lows in the mid to high 20° F. Average summer daytime temperature is around 80°F with lows in the mid to low 50°F. Lake temperatures range from approximately 41.9° at its coldest to 65.7° at its warmest in August. Because of the relatively moderate weather patterns, the Lake Tahoe Basin is a popular year-round destination resort.

**Access**

Several major highways serve the Lake Tahoe area. U.S. Highway 50 provides direct access to the south shore from Sacramento, entering the Basin at Echo Summit. From the City of South Lake Tahoe, this highway runs north along the east shore of the lake to Spooner Summit, and then descends the eastern slope of the Carson Range of the Sierra Nevada to its intersection with U.S. Highway 395 and Interstate 580, just south of Carson City, Nevada.

Interstate 80, which connects San Francisco to Reno and other points east, passes approximately 15 miles north of Lake Tahoe. Access to Lake Tahoe from Interstate 80 is by means of two state highways, both heading in a southerly direction from their intersection with Interstate 80 at Truckee, California. California State Route 89 provides direct access to Tahoe City on the west shore of Lake Tahoe. From Tahoe City, State Route 89 continues southerly along the west shore and joins U.S. Highway 50 in South Lake Tahoe. From the South Lake Tahoe/Meyers area, State Route 89 leaves U.S. Highway 50 and crosses Luther Pass to its intersection with California State Route 88 in Hope Valley and its intersection with U. S. Highway 395 near Coleville in Mono County, California. From Interstate 80, California State Route 267 provides direct access to Kings Beach on the north shore of Lake Tahoe near the Nevada state line.

The Mount Rose Highway provides direct access to Incline Village, Nevada and the north shore of Lake Tahoe from Interstate 580, which lies to the east. Interstate 580 runs along the western shelf of the Great Basin directly east of the Sierra Nevada Mountains from Reno to south Carson City and connects with U.S. Highway 395 at both ends. U.S. Highway 395 extends from southern California through Oregon and Washington to the Canadian border. From Incline Village, Nevada, State Route 28 runs westerly and then southerly along the shoreline of Lake Tahoe, terminating at Tahoe City, California. Nevada State Route 28 also runs easterly and then southerly along the Eastern Shore of Lake Tahoe, until it connects with U.S. Highway 50 near Spooner Summit.

Finally, access to the south shore area is also available by way of Kingsbury Grade, which is a state-maintained road. It extends westerly from the Carson Valley over Daggett Pass and terminates at its intersection with U.S. Highway 50 in Stateline, Nevada just north of the California/Nevada state line. In the Carson Valley, Kingsbury Grade is easily accessible from U.S. Highway 395 and from Nevada State Route 88.

All of the highways located within the Basin are two-lane, two-way, asphalt-paved roadways, with the exception of portions of U. S. Highway 50, which expands to a four-lane roadway. The winter maintenance of the roadways in the Lake Tahoe Basin is very good, with most highways remaining open throughout the winter months. The roadways most susceptible to winter closures are State Route 89 through Emerald Bay, the Mount Rose Highway at Mount Rose Summit, and Kingsbury Grade.

In summary, the Lake Tahoe Basin is easily accessible by automobile, particularly from the major metropolitan areas of northern California and northern Nevada.

**Commercial Transportation**

While transportation into the Lake Tahoe Basin is primarily by private auto, it is also serviced by various bus lines and commercial airlines. The south shore is serviced by the

Lake Tahoe Airport, which is located adjacent to U.S. Highway 50 at the south end of the City of South Lake Tahoe. This airport, which is operated by the City, offers an 8,542 foot runway, tie-down facilities, a terminal building and hangar storage. This airport has a modern instrumentation system to better facilitate landing in adverse weather. It does not currently offer commercial air service.

The west and north shores are served by the Truckee-Tahoe Airport. This airport is located adjacent to State Route 267, just southeast of the town of Truckee, California, and approximately 15 miles north of Kings Beach, California. Scheduled commercial air service is not available at this airport.

The entire Lake Tahoe Basin is also serviced by the Reno-Tahoe International Airport. This airport has service by 10 airlines with more than 76 daily flights that serve 24 non-stop destinations. Regularly scheduled bus and limousine service is available from this airport to various portions of the Lake Tahoe Basin.

**Tahoe Regional Planning Agency (TRPA)[3]**

Lake Tahoe and the surrounding land areas that comprise the lake's watershed are generally referred to as the Lake Tahoe Basin. Land use within the Lake Tahoe Basin is strictly regulated by the Tahoe Regional Planning Agency (TRPA). It is important that the reader have at least a basic understanding of the TRPA.

The popularity of the Lake Tahoe Basin has created an altered watershed. The positive economic effects of popularity are shadowed by conditions that have the potential to harm Lake Tahoe water resources. Planning land use to accommodate economic growth and vitality ensures that protective measures are taken to maintain a healthy watershed.

[3] www.trpa.org

The TRPA was created initially in 1969 as a bi-state agency via concurrent legislation adopted by California and Nevada and by Congress and signed by the President. The original legislation was dramatically modified when amended by the states and Congress in 1980. Under the 1980 amended statute, all activities with a potential for an impact on the environment of the Tahoe Region must be reviewed and approved by the TRPA based on a determination that there will be no negative impact or violation of adopted environmental threshold carrying capacities of the Region.

The *Tahoe Regional Planning Compact* calls for the Regional Plan to establish a balance between the natural environment and the human-made environment. The Plan emphasizes an improvement in the quality of development in the Region and in the quality of the natural environment.

*Environmental Thresholds Carrying Capacities* set environmental goals and standards for the Lake Tahoe Basin and indirectly define the capacity of the Region to accommodate additional land development. Land development may negatively affect attainment of an environmental threshold. Special efforts, such as mitigation measures, must be taken to reduce impacts.

*The Regional Plan Goals and Policies* document presents the overall approach to meeting the thresholds. A key component of the Plan is the land use element. The land use element of the Plan identifies the fundamental philosophies directing land use and development in the Lake Tahoe Basin. It addresses topics like suitable development locations; maintenance of the environmental, social, physical, and economic wellbeing of the Region; and coordination with local, state, and federal requirements.

*The Land Use Element of the Lake Tahoe Regional Plan* includes the following sub-elements: land use, housing, noise, natural hazards, air quality, water quality, and community design. The Land Use sub-elements intend to establish land use goals and policies that will

ensure the desired equilibrium and attain and maintain the environmental thresholds within a specific time schedule.

A number of regulations are needed to implement and enforce policies identified in the Plan. The TRPA Regulatory Code compiles all of the laws and ordinances needed to implement the Goals and Policies.

In implementing its Regional Plan and Ordinances which regulate the nature, types, and amount of land uses which may be permitted on lands within the Tahoe Basin, the TRPA limits the amount of Commercial Floor Area, impervious land coverage, and Tourist Accommodation Units which may exist within the Lake Tahoe Basin.

According to TRPA "Commercial Floor Area (CFA) is a unique development right needed to build commercial establishments in the Tahoe Region. CFA is defined as the gross square footage of floor area within the outer wall of a commercial building including facilities such as decks that are designated for commercial use under a TRPA permit. CFA does not include stairwells and airshafts; areas outside the building including parking areas/structures, driveways, outside stairways; accessory uses such as pro shops at golf courses; temporary projects; and the area of play in areas such as an indoor tennis court (additional detail in Code Section 50.6.1). CFA was created in response to the need to better manage growth in a way that promotes environmental gain, encourages environmentally beneficial redevelopment of "legacy" development, directs growth into Centers, and removes development from sensitive lands.

There is a finite amount of CFA which is allocated, by TRPA through the Regional Plan and local jurisdictions, primarily through an adopted Area Plan or Community Plan. CFA can be existing CFA if it was already located on a parcel developed before January 1, 1987 (grandfathered), or can be additional CFA, or bonus CFA. Additional CFA is used for commercial areas constructed pursuant a TRPA compliant approval on or after January 1987 or the conversion of legally existing or approved floor area from noncommercial use to

commercial use (exceptions listed in Code Section 50.6.1.B.1 and 2). Allocations of CFA on sensitive lands are largely not allowed (Code Section 50.6.1.C.1-2).

Much like CFA, the amount of impervious ground coverage, more commonly referred to as land coverage, allowed within the Lake Tahoe Basin is strictly regulated. Land coverage is defined by the TRPA as:

> A man-made structure, improvement or covering, either created before February 10, 1972 or created after February 10, 1972 pursuant to either TRPA Ordinance No. 4, as amended, or other TRPA approval, that prevents normal precipitation from directly reaching the surface of the land underlying the structure, improvement or covering. Such structures, improvements and coverings include but are not limited to roofs, decks, surfaces that are paved with asphalt, concrete or stone, roads, streets, sidewalks, driveways, parking lots, tennis courts, and patios. A structure, improvement or covering shall not be considered as land coverage if it permits at least 75 percent of normal precipitation directly to reach the ground and permits growth of vegetation on the approved species list.

The maximum amount of land coverage allowed on a parcel is determined by the TRPA. Land coverage is a marketable development right that can be sold within the Lake Tahoe Basin under a complex set of rules and regulations.

Like CFA and land coverage, the number of Tourist Accommodation Units (TAUs) allowed within the Lake Tahoe Basin is strictly regulated. A TAU is defined in Chapter 90 of the TRPA Code of Ordinances as "A Unit, with one or more bedrooms and with or without cooking facilities, primarily designed to be rented by the day or week and occupied on a temporary basis." TAUs are a marketable development right and can be sold within the Lake Tahoe Basin.

It should be noted that the Lake Tahoe Regional Plan Update to the 1987 Regional Plan was approved by the TRPA Board on December 12, 2012. The update retains the regulatory framework from the existing 1987 Regional Plan, while making targeted amendments to accelerate threshold attainment and respond to current conditions. One of the many goals in the Regional Plan Update is to streamline the planning and permitting process by implementation of Area Plans. Through the establishment of Area Plans, local government agencies have become more active in the permitting process on a parcel level basis, while the TRPA has focused their efforts on regional priorities.

Overall, TRPA's rules and regulations greatly restrict the development potential of properties located within the Lake Tahoe Basin.

**Tourism**

Tourism is the basic industry of the Lake Tahoe Basin, with most visitors drawn to the area by the numerous outdoor recreational opportunities available, the gaming and the natural scenic beauty. The principal recreation market is comprised of four of California's ten Metropolitan Statistical Areas. These areas have an estimated combined population in excess of 10,000,000. In addition, the surrounding California non-metropolitan areas have a population of more than 2,000,000 people. Based on cell phone tracking data collected by the Tahoe Transportation District, there are as many as 24 million visitors to the Tahoe Basin each year, with approximately 40% of those visitors in the area for a day trip[4].

Summer outdoor recreational opportunities include fishing, water skiing, bicycling, swimming, horseback riding, golfing, river rafting, hiking and backpacking, boating, and sightseeing. There are numerous public beaches, campgrounds, and picnic areas distributed around the perimeter of the lake. These are generally operated by local governments, state governments or the U.S. Forest Service. In several areas of the Lake Tahoe Basin, paved

[4] Memoranda from Cynthia Albright, Stantec, to Carl Hasty, Director, Tahoe Transportation District, dated May 2, 2016 and August 22, 2016.

scenic bike paths have been developed, and others are planned for the future. Public golf courses are located at Tahoe City, Kings Beach, Incline Village, Glenbrook, and in the South Lake Tahoe area.

Also distributed around the shore of Lake Tahoe are numerous marinas, most of which offer a complete line of power and sailboat rentals, as well as water skis and equipment. Several of these marinas operate regularly scheduled or charter boat cruises around the lake, including dinner, sunset, and cocktail cruises.

Adjacent to the western perimeter of the Lake Tahoe Basin is Desolation Wilderness. This pristine backcountry encompasses more than 100 square miles and 80 separate lakes, most of which offer excellent seasonal fishing. Desolation Wilderness is one of the most popular wilderness areas in the United States.

Winter outdoor recreational opportunities include skiing/snowboarding, ice skating, sledding, snow shoeing, and snowmobiling. The Lake Tahoe area has the largest concentration of ski resorts in the world, including 15 major resorts. Lake Tahoe's winter economy is reliant upon winter weather conditions, as ski resorts are a major source of tourism during the months of December through mid-April. Winter tourism in the Lake Tahoe Basin can be affected by drought years where the snowpack is well below average. As a result, most area ski resort operators now use sophisticated snowmaking equipment to assure themselves of an early ski season in late November or early December and as a hedge against a potential dry winter. In years when the snowpack is only average to below average at area ski resorts, snow making capabilities help to maintain the slopes and business volume at reasonable levels.

Legalized gaming also attracts thousands of tourists each year. The major concentration of hotel/casinos is located at the southeast end of the lake at Stateline, Nevada. The four major hotel/casinos at this location include Harrah's, Harvey’s, Hard Rock, and

MontBleu. The total number of guestrooms in these four facilities is approximately 2,293. At the north end of the lake, the Hyatt Lake Tahoe Hotel-Casino is located in Incline Village. There are additional casino facilities located in Crystal Bay, including the Biltmore, the Crystal Bay Club and Jim Kelly's Nugget.

The lodging market within the Tahoe Basin is somewhat seasonal. The summer season is the busiest time of year due to the cool summer temperatures, numerous outdoor activities, and the casinos. Occupancy levels in the overall market during July and August are approximately 80% to 90%. The winter months are also a busy time of year, with the highest occupancy levels on the weekends and holiday weekends. However, during the shoulder months of October, November, most of December, part of April, May, and the first half of June, occupancy levels typically drop.

**Population/Demographics**

The Lake Tahoe is home to an estimated 54,000 year-round residents, yet a majority of private property owners are part-time residents. During the summer months the population is greater than 65,000. The last census count in 2020 listed a population of 51,842 people which was a 3.5% decrease from the 2010 census (53,709). Population growth in the basin is limited, in part due to restrictions on residential development, high housing costs as well as limits on job opportunities. The population is generally older in age when compared to either California or Nevada as a whole. Based on information from the American Community Survey in 2015 35.7% of the population was between the ages of 18-44 with 47.4% of the population aged 45 and older.

**Residential Real Estate Market**

The COVID-19 pandemic has had an acute impact on the housing market in the Tahoe Basin with sales and sale prices showing substantial increases beginning in July of 2020. The Lake Tahoe residential real estate market has benefited from the ability to work remotely and buyer's desire to live in less populated areas with an abundance of recreational offerings,

while still being within driving distance of the San Francisco Bay Area. Data from sales in the region show that individuals working in the tech industry represent approximately one third of homebuyers in the current market.

There are four Multiple Listing Services in the Lake Tahoe Region. The primary areas within the Lake Tahoe Basin which are covered by each service are as follows:

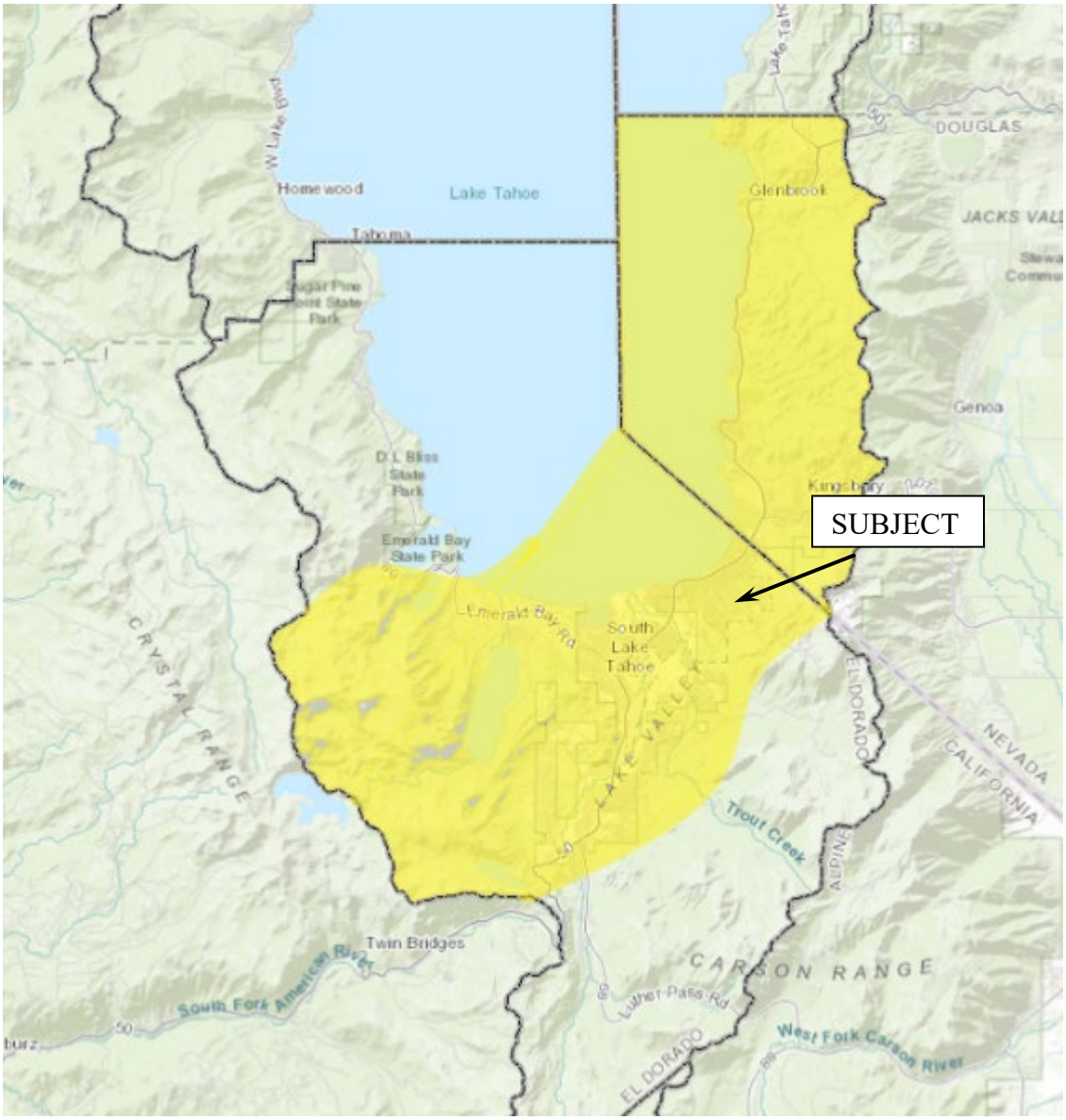
| | |
|---|---|
| South Tahoe Association of Realtors (STAR) | South Lake Tahoe (California) |
| Northern Nevada Regional MLS (NNRMLS) | South/South East Shore (Nevada) |
| Tahoe Sierra MLS | West Shore/North Shore (California) |
| Incline Village MLS | Incline Village (Nevada) |

Each region around Lake Tahoe has unique differences with their respective residential real estate offerings. Relevant facts and statistical information for the subject's region will be shown in the following section of this report.

**Conclusion**

In summary, the Lake Tahoe Basin is considered to be one of the most diversified year-round recreational resort areas in the western United States. Its dramatic setting, the pristine clarity of its waters, its favorable climate and its many varied recreational attractions endow it with unique characteristics.

## SOUTH SHORE LAKE TAHOE MAP



## SOUTH SHORE LAKE TAHOE DESCRIPTION

The subject's larger neighborhood is the South Shore portion of Lake Tahoe. The area is defined as the portion of the Lake Tahoe Basin extending from Emerald Bay and Meyers, California to the west and Glenbrook, Nevada to the east. A majority of the South Shore population is concentrated in the City of South Lake Tahoe which is the only incorporated town in the Lake Tahoe Basin. The focal points of the neighborhood are the Stateline tourist core area located on the Nevada side of the California-Nevada state line and the Heavenly Gondola area located just south of the casinos and the Highway 50 core as it extends to the west into South Lake Tahoe. The neighborhood incorporates two governmental jurisdictions. The northeasterly portion of the neighborhood is governed by the policies of Douglas County and the State of Nevada. The more southwesterly portion of the neighborhood is governed by the policies of the State of California, El Dorado County and the City of South Lake Tahoe. However, because of the close orientation of this area towards the Stateline tourist core, the entire neighborhood forms a homogeneous economic unit which distinguishes it from other adjacent areas.

Four major hotel/casinos are situated at the heart of the neighborhood. These include Harrah's, Harvey's, Ballys and the Golden Nugget Hotel. These four major hotel/casinos have a cumulative total of 2,293 hotel rooms and provide top name entertainment, gaming, gift shops, restaurants and other entertainment opportunities. In 2019 Harveys announced major capital improvements for 2019/2020 which totaled more than $41 million. These improvements included renovation of all 519 hotel rooms in the Lake Tower which was completed in the third quarter of 2020. The improvements also included new balcony suites, a new casino bar and lounge and the completion of Gordon Ramsay's Hell's Kitchen restaurant.

In June of 2019 Eldorado Resorts announced they were purchasing Caesars Entertainment in a cash-and-stock deal. The merger was completed on July 20, 2020. Eldorado Resorts owned MontBleu and Caesars Entertainment currently owns Harrah's and

Harveys. To satisfy federal antitrust enforcers, Eldorado Resorts announced in April of 2020 that it entered into a definitive agreement to sell MontBleu to Twin River Worldwide Holdings, now Bally's Corporation. This transaction was finalized in the first quarter of 2021. El Dorado Resorts (now operating as Caesar's Entertainment) has indicated they plan to make significant capital and operation upgrades to their newly Tahoe properties (Harrah's and Harvey's) over the coming years. Furthermore, MontBleu was recently rebranded Bally's Lake Tahoe. Capital improvement plans for this property are currently under development which will enhance the property and complement the Tahoe South Events Center which is under construction adjacent to the property. Hard Rock was purchased by Fertitta Entertainment and rebranded as a Golden Nugget in September of 2023, with the new ownership group indicating they plan to spend in the range of $200 million to renovate the property in the coming years.

Additionally, on the California side of the state line, there is a 399-room property called, formerly an Embassy Suites, that was sold in October 2021 for $86 million to Sodalite Tahoe Hotel LLC and was recently renovated and reopened as Margaretville Resort in the fourth quarter of 2023.

The Heavenly Ski Resort gondola, which opened in December 2000, is located approximately one block south of the Stateline casinos. The area between the casinos and Lake Tahoe is developed with the 18-hole championship Edgewood-Tahoe Golf Course and the new Edgewood Lodge (opened in June 2017). To the north of the golf course, there is a concentration of apartments, duplexes, and single-family residences.

The remainder of the subject neighborhood outside of the Stateline tourist core is developed with facilities oriented toward serving the tourist trade generated by the Nevada casinos, Heavenly Mountain Resort, and Lake Tahoe. The U.S. Highway 50 corridor, on the California side, is developed almost exclusively with motels and commercial facilities catering to the tourist trade. A portion of this section along the U.S. Highway 50 corridor on

the California side of the state line is a former redevelopment area that was completed between 2000 and 2005. The redevelopment project involved the Marriott timeshare and quarter share hotels, the Shops at Heavenly Village, Heavenly Gondola and Cecil's Fountain Plaza. At maximum capacity, the Gondola can carry 3,000 people an hour up the mountain and an equal number down the mountain. The gondola provides direct access to Heavenly Mountain Resort in the winter and to hiking trails in other seasons.

Heavenly Mountain Resort, reportedly incorporating one of the largest total acreages of any ski resort in the Western United States, is located at the southeast end of the subject neighborhood. In addition to the Gondola, access to the California side of Heavenly Ski Resort is via Ski Run Boulevard. The skiable terrain within the resort has a vertical drop of 3,500 feet with its longest run being 5.5 miles. Heavenly Mountain Resort was purchased in 2002 by Vail Resorts, the owner of five major ski resorts in Colorado. Since purchasing Heavenly in 2002, Vail Resorts has invested tens of millions of dollars in capital improvements to Heavenly Mountain Resort. Some of the capital improvements have already occurred with new restaurants, express chairs, etc. It should also be noted that Vail purchased Northstar Resort in 2010 and Kirkwood Mountain Resort in 2012.

In the subject neighborhood, U.S. Highway 50 (Lake Tahoe Boulevard) is a two-way, four-lane asphalt paved roadway, leading into the South Lake Tahoe area from Sacramento, California and points west. Also, U.S. Highway 50 connects South Lake Tahoe to Carson City, Nevada and other areas to the northeast. Portions of U.S. Highway 50 are improved with sidewalks, curbs, and gutters. The highway also incorporates a center turn lane and major intersections incorporate traffic signals. Pioneer Trail is the other major thoroughfare serving the subject neighborhood. This is a two-way, two-lane asphalt-paved roadway running to the east of U.S. Highway 50 and connects the Meyers area with the Stateline area. During the peak tourist season, traffic on U.S. Highway 50 in the subject neighborhood can become heavily congested. The US 50/South Shore Community Revitalization Project aims to reduce the congestion in the Stateline area of US 50 by redirecting the traffic around the

tourist core area at Stateline to achieve a pedestrian, bike, and transit-oriented corridor. In November of 2018 the Tahoe Transportation District secured approval of the final Environmental Impact Statement from the TRPA Governing Board, which will allow the project to move forward. The planning process began in January of 2019. Alternative B was selected which will route traffic from a new Pioneer Trail intersection, west of the existing intersection, proceeding south of the Village Center, Heavenly Village, and casinos, to end at a new two-lane roundabout at the existing US 50 intersection.

**Population**

The population of the South Shore area as of the 2020 Census is 36,065. A breakdown of the population from 2010 to 2020 is presented as follows:

| | Population | | |
|---|---|---|---|
| **Area** | **2010 Census** | **2015** | **2020 Census** |
| South Lake Tahoe Region | 36,170 | 34,770 | 36,065 |

SOURCE: South Shore Region Housing Needs and Opportunities – Oct 2019/US Census Bureau

As indicated, the population of the Lake Tahoe Region declined from 2010 to 2015 and has currently grown back to 2010 levels. About 83% of the South Shore population lives in California and about 66% lives within the City of South Lake Tahoe.

**Schools**

The South Lake Tahoe Unified School District operates four public elementary schools, one middle school and high school on the California side of South Lake Tahoe. There is also an alternative Continuation High School. The Douglas County School District operates a public elementary school and high school on the Nevada side of South Lake Tahoe. There was also a middle school that operated until 2008/2009 school year due to declining enrollment. Schol enrollment has been exhibiting a downward trend on the South Shore in the recent past due primarily to the high cost of living for a family.

**Employment/Wages**

About 26,880 jobs are in the South Shore region as of 2019[5]. A majority of these jobs are located on the California side. Many jobs in the area are seasonal with the peak being the summer months of June-August. The summer tourist season increases seasonal job availability by about 3,300 jobs and the winter ski season increases seasonal jobs by about 1,000.

The average wage in the South Shore area is $39,210. The largest sector of employment in the South Shore area is Accommodation and Food Services which account for 38% of jobs. The second largest sector is Administration and Support, Waste Management and Remediation which accounts for just over 10% of area jobs. All other sectors account for small portions of the area jobs.

The following table and graphs contain the historical labor market statistics for the City of South Lake Tahoe, which is the only incorporated town in the Tahoe Basin.

[5] South Shore Region Housing Needs and Opportunities Report Oct 2019

| City of South Lake Tahoe Employment Data | | | | |
|---|---|---|---|---|
| Year | Labor Force | Employed | Unemployed | Unemployme Rate (1) |
| 2010 | 12,000 | 10,400 | 1,600 | 13.40% |
| 2011 | 11,800 | 10,300 | 1,500 | 12.9% |
| 2012 | 11,600 | 10,400 | 1,300 | 11.2% |
| 2013 | 11,600 | 10,500 | 1,100 | 9.4% |
| 2014 | 11,700 | 10,800 | 900 | 7.7% |
| 2015 | 11,600 | 10,900 | 700 | 6.3% |
| 2016 | 11,800 | 11,200 | 600 | 5.3% |
| 2017 | 11,800 | 11,300 | 500 | 4.1% |
| 2018 | 12,500 | 11,900 | 500 | 4.2% |
| 2019 | 12,700 | 12,200 | 500 | 4.0% |
| 2020 | 13,000 | 11,500 | 1,400 | 10.9% |
| 2021 | 13,700 | 12,900 | 800 | 6.0% |
| 2022 | 13,100 | 12,700 | 400 | 3.1% |
| 2023 – Dec | 13,100 | 12,600 | 500 | 4.1% |

(1) Calculated based on non-rounded figures Source: California Employment

As indicated, the City's unemployment rate is presently 4.1 which indicated a very healthy labor market. The economy of the Lake Tahoe Basin is subject to seasonal fluctuations, with the heaviest tourist trade occurring during the summer and winter months.

**Development**

Over the last approximate 30 years, government officials and the general public have recognized a need to rehabilitate many of the older commercial corridors within the Tahoe Basin, particularly in South Lake Tahoe. Since the early 1990s, there have been many new buildings constructed, some of which involved assistance from government entities. At the present time there are various projects that have been constructed or are proposed. Some of the larger redevelopment projects at Lake Tahoe that have been constructed and are proposed are set out as follows:

**Highlight of Recent Projects/Proposed Projects**

The Chateau at Heavenly Village is an 11.53± acre site located adjacent to Harvey's Resort Hotel and Casino, on the south shore California side of the lake. The plans call for a convention center, two condominium hotels, specialty retail space, subterranean parking, nightclub, and a health spa. Owens Realty Mortgage (recently merged with Ready Capital) constructed 23,000± square feet of specialty retail space, which opened in the summer of 2014. The first phase retail achieved a stabilized occupancy and the second phase that consists of 30 residential condominiums (known and Zalanta) and about 20,000 square feet of specialty retail space was completed in May of 2017. The residential inventory has been sold.

Edgewood Tahoe has completed construction of a new resort hotel along the ninth hole of the Edgewood Golf Course, which is north of the casinos and extends along the lake shore and is called the Edgewood Tahoe Lodge. This resort features 154 luxury lodging units and accessory amenities of a restaurant, lounge, spa, etc. The hotel opened in June 2017.

The Tahoe Beach Club is located at the terminus of Kahle Drive in Stateline, Nevada. The owners commenced construction on the first phase of 143 single family townhome units along the shores of Lake Tahoe in August 2016. The first phase of the project includes 46 units and a luxury clubhouse and fitness center of approximately 30,000 square feet. All of the units in the first phase of the development have been completed and sold. The developer reports to presently have contracts with 20% deposits for almost all of the units under construction in Phase 2 and completed the first eight plex in December of 2023.

Bijou Market was formerly the Knights Inn, located at the corner of Herbert and Lake Tahoe Boulevard. The Knights Inn was sold and demolition commenced in the summer of 2017. A Whole Foods 365 Store of about 17,500± square feet was constructed on the site and opened in November of 2019. Additionally, other retail components in the center include Chase Bank, Panda Express, Chipotle and Five Guys.

Gondola Vista is a 20-unit townhouse development on a four-acre site that was recently completed at 30 Lake Parkway Drive under the Heavenly Mountain Gondola to the east of the Tourist Core. Residences range in size from 2,870± to 3,616± square feet. Construction commenced in the summer of 2017 and was completed in the second quarter of 2019. Currently finished units are available as vacation rentals.

323 Residences is located on Tramway Drive near Daggett Summit on the east shore of Lake Tahoe. The property is located about 0.5± miles from the Stagecoach Lodge of Heavenly Mountain Resort. The property includes a concrete foundation and skeleton structure of three levels of a proposed five level building. The property was foreclosed on by Bank of America in March of 2012 and resold in the spring of 2015. The project plans to include 49 residential condominiums and is presently under construction.

Sierra Colina is a 44 unit attached and detached residential subdivision located to the south of Lake Village that commenced vertical construction in the spring of 2018. This site remains under development in a phased development approach. The finished inventory has been well received in the market.

The Tahoe South Event Center is a project is a recently completed138,000 square foot 6,000 seat center for performances, trade shows, ice shows and sporting events. The center is located in the current parking lot of Ballys Casino on the corner of Highway 50 and Lake Parkway in Stateline, Nevada. On March 25, 2020, the TRPA's Governing Board unanimously approved the $100 million project. Douglas County approved the center in April of 2020 and the Tahoe Douglas Visitors Authority. The project broke ground in July of 2020 with horizontal infrastructure improvements. The building was completed and opened in September of 2023.

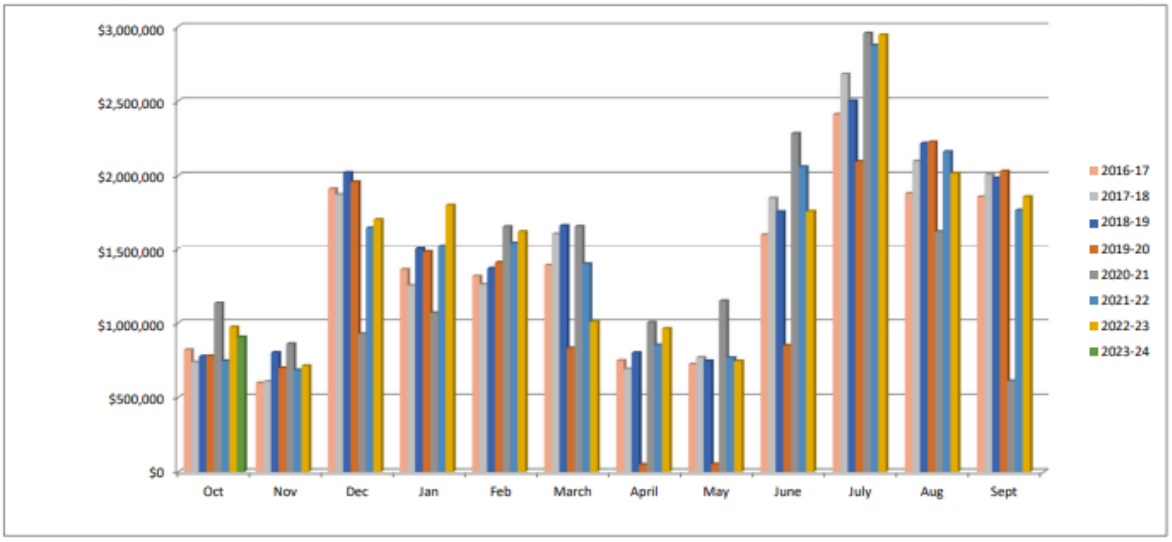
**Tourist Accommodations**

The lodging market within the Tahoe Basin is very seasonal. The summer season is the busiest time of year due to the cool summer temperatures, numerous outdoor activities, and the casinos. Occupancy levels in the overall market during July and August are approximately 80% to 90%. The winter months are also a busy time of year, with the highest occupancy levels on the weekends and holiday weekends. However, during the shoulder months of October, November, most of December, part of April, May, and the first half of June, occupancy levels typically drop significantly.

The Transient Occupancy Tax Collected, which is a percentage of total revenue from hotel rooms and vacation rentals, for South Lake Tahoe is presented as follows[6]:

**City of South Lake Tahoe**
**TOT Collected**
**(Excluding audit collections and 2% Measure P TOT)**

| | Oct | Nov | Dec | Jan | Feb | March | April | May | June | July | Aug | Sept | Year to Date Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2016-17 | $819,179 | $596,552 | $1,909,793 | $1,358,224 | $1,313,140 | $1,385,566 | $747,178 | $722,225 | $1,602,262 | $2,410,778 | $1,878,524 | $1,856,492 | $16,599,915 |
| 2017-18 | $736,201 | $605,917 | $1,872,165 | $1,250,476 | $1,257,575 | $1,607,302 | $690,142 | $767,936 | $1,848,099 | $2,679,628 | $2,096,826 | $2,006,207 | $17,418,476 |
| 2018-19 | $775,191 | $800,725 | $2,018,756 | $1,498,862 | $1,365,859 | $1,663,775 | $798,914 | $744,356 | $1,756,308 | $2,500,581 | $2,215,538 | $1,982,001 | $18,120,867 |
| 2019-20 | $777,723 | $697,767 | $1,957,152 | $1,477,661 | $1,405,341 | $831,099 | $50,505 | $52,005 | $848,492 | $2,093,731 | $2,225,507 | $2,028,040 | $14,445,021 |
| 2020-21[1] | $1,132,573 | $859,659 | $926,018 | $1,067,270 | $1,655,880 | $1,658,124 | $1,002,577 | $1,147,012 | $2,282,645 | $2,954,981 | $1,622,378 | $610,015 | $16,919,134 |
| 2021-22 | $744,904 | $682,418 | $1,648,150 | $1,523,962 | $1,544,779 | $1,395,891 | $850,600 | $765,036 | $2,057,621 | $2,873,533 | $2,159,963 | $1,767,449 | $18,014,305 |
| 2022-23 | $971,153 | $711,542 | $1,703,788 | $1,800,819 | $1,622,644 | $1,006,757 | $960,837 | $743,537 | $1,759,101 | $2,943,550 | $2,014,586 | $1,856,946 | $18,095,259 |
| 2023-24 | $904,434 | | | | | | | | | | | | $904,434 |




[1] August and September 2021 reflect loss of TOT due to Caldor fire.

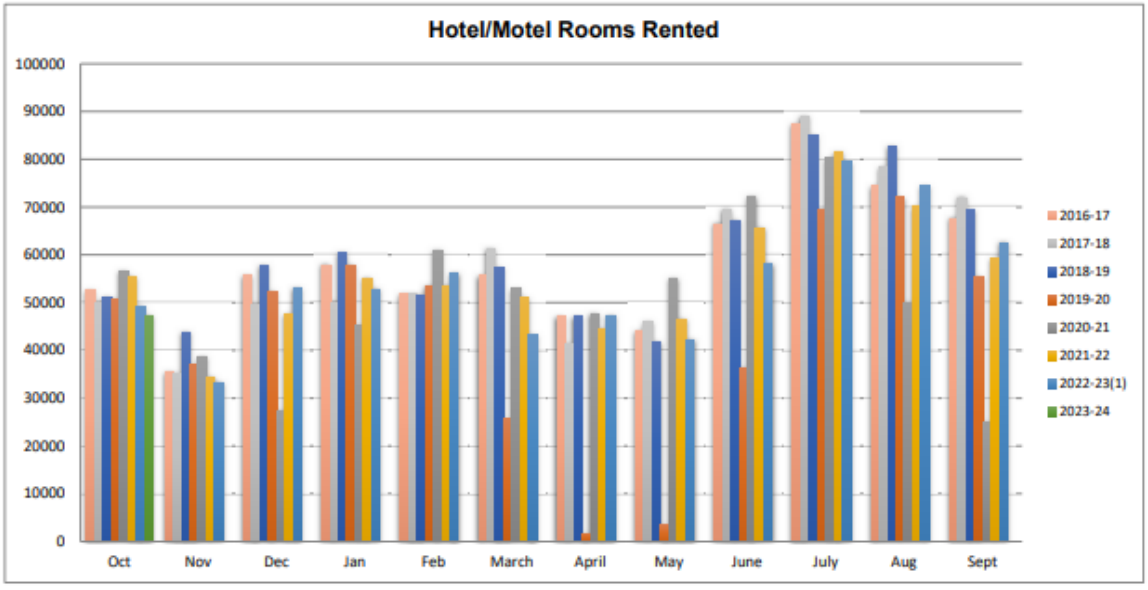
[6] Latest available data.

As indicated, there had been an increasing trend in TOT revenue in South Lake Tahoe from 2016-17to 2018-19. Revenues drastically dropped in March of 2020 due to the COVID-19 pandemic when stay at home orders were given. With many restrictions lifting in June 2020, the TOT revenue started to rebound and was 48% of what it was in June of the prior year. TOT revenues have been relatively stable in the last two years.

The number of hotel room nights rented in South Lake Tahoe from the 2016-17 fiscal year to current is presented as follows:

**City of South Lake Tahoe**
**Rooms Rented**

| | Oct | Nov | Dec | Jan | Feb | March | April | May | June | July | Aug | Sept | Year to Date Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2016-17 | 52,485 | 35,490 | 55,715 | 57,917 | 51,771 | 55,719 | 47,012 | 43,964 | 66,485 | 87,416 | 74,401 | 67,608 | 695,983 |
| 2017-18 | 50,057 | 35,157 | 49,640 | 50,056 | 51,774 | 61,383 | 41,315 | 45,832 | 69,390 | 89,070 | 78,397 | 71,955 | 694,026 |
| 2018-19 | 51,115 | 43,850 | 57,807 | 60,319 | 51,675 | 57,424 | 47,020 | 41,658 | 67,046 | 85,023 | 82,754 | 69,244 | 714,935 |
| 2019-20 | 50,619 | 36,938 | 52,338 | 57,754 | 53,535 | 25,684 | 1,738 | 3,571 | 36,328 | 69,277 | 71,988 | 55,306 | 515,076 |
| 2020-21 | 56,518 | 38,692 | 27,451 | 45,181 | 60,917 | 52,912 | 47,625 | 54,890 | 72,032 | 80,244 | 50,100 | 25,008 | 611,570 |
| 2021-22 | 55,285 | 34,462 | 47,622 | 55,046 | 53,547 | 51,131 | 44,389 | 46,416 | 65,457 | 81,515 | 70,089 | 59,175 | 664,134 |
| 2022-23[1] | 49,244 | 33,334 | 53,118 | 52,803 | 56,145 | 43,335 | 47,226 | 42,204 | 58,047 | 79,431 | 74,414 | 62,535 | 651,836 |
| 2023-24 | 47,224 | | | | | | | | | | | | 47,224 |




[1]March 2023 room occupancy was impacted by severe winter storms and weather-related travel restrictions.

As indicated, the number of room nights rented is highest in June, July, August and September and is lowest April, May and November. Room nights rented followed the same trend as the TOT revenue as a result of the COVID-19 pandemic. Total room nights declined slightly in the 22/23 fiscal year.

In general, the older motels in the Tahoe Basin are most affected by the seasonal demand base. These facilities have been achieving occupancy levels as low as 30% to 35% annually, or less. On the other hand, the higher quality lodging properties that are well managed are able to achieve much higher annual occupancies.

**Marinas/Gaming**

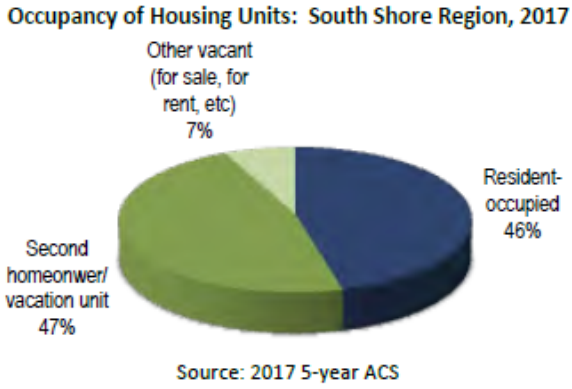
There are also numerous marinas along the shores of Lake Tahoe, most of which offer a complete line of power and sailboat rentals, as well as water skis and equipment. Several of these marinas operate regularly scheduled or charter boat cruises around the lake, including dinner, sunset, and cocktail cruises.

Due to strict environmental standards, it is highly unlikely that a new marina would be approved within the Lake Tahoe Basin. Accordingly, the existing marinas operate with low vacancy factors during the summer months. During the winter months, Tahoe marinas either cease or greatly scale back operations.

Legalized gaming also attracts thousands of tourists each year. The major concentration of hotel/casinos is located at the southeast end of the lake at Stateline, Nevada. The four major hotel/casinos at this location include Harrah's, Harvey's, Golden Nugget, and Ballys. Until 2010, Bill's Casino was owned by Harrah's. Harrah's sold it to an investor that has since remodeled it for CVS Pharmacy and other smaller tenants. The former casino building is adjacent to Harrah's. Gaming revenue in the Tahoe Basin has been depressed over the last two decades. This is primarily attributable to Indian gaming in northern California and lack of capital expenditures for remodel or renovation. In discussions with gaming operators and developers, any redevelopment plans in the future will feature gaming as an amenity, but not the main attraction.

**Housing Market**

The supply of housing units in the South Shore Region is about 32,150. 81% of these units are located on the California side. The occupancy of these units is summarized as follows, based on data reported in the South Shore Region Housing Needs and Opportunities Report.




In 2019 about 46% of the housing units are resident occupied and about 47% are used as second homes of vacation homes.

The majority of housing units are detached single family homes which comprise of about 75% of the stock. Multifamily units are about 18% of the stock and about 6% are mobile homes. A majority of the housing units are older, with very limited new construction over the last 30 years due to the growth limitations implemented by the TRPA in 1987. Due to the age of many of the housing units there is a high proportion of them in fair to poor condition. The below chart summarizes the year built of the housing stock in the South Shore Region.

Age of Units: 2019

| | South Shore |
|---|---|
| Since 2010 | 3% |
| 2000-2009 | 7% |
| 1990-1999 | 7% |
| 1980-1989 | 10% |
| 1970-1979 | 33% |
| Prior to 1970 | 40% |
| Estimated Units | 32,150 |

**Residential Real Estate Market**

From 2002 to mid-2006, the residential real estate market experienced significant appreciation. Between 2006 and 2007, the real estate market began to exhibit signs of softening. In 2008 through 2011, the market experienced a significant downturn, which paralleled trends throughout the country. In 2013, residential prices began to appreciate and that has continued through 2022. The South Lake Tahoe Board of Realtors has collected the following data for the California side of the Lake Tahoe Basin.:

**El Dorado County Portion of Lake Tahoe Basin**
**Single-Family Residential Sales**

| Year | Number of Sales | Median Sale Price | % Change | Median Sale Price/SF | % Change | Average Sales Price | % Change | Average Sales Price/SF | % Change | Total Sales Volume | % Change | Average Marketing Time |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2007 | 379 | $450,000 | | $311.80 | | $587,800 | | $349.29 | | $222,776,075 | | 154 Days |
| 2008 | 358 | $407,000 | -9.6% | $271.89 | -12.8% | $517,817 | -11.9% | $289.98 | -17.0% | $185,378,602 | -16.8% | 170 Days |
| 2009 | 449 | $319,000 | -21.6% | $219.72 | -19.2% | $421,983 | -18.5% | $236.85 | -18.3% | $198,470,217 | 7.1% | 158 Days |
| 2010 | 514 | $319,500 | 0.2% | $198.85 | -9.5% | $414,606 | -1.7% | $217.20 | -8.3% | $213,107,415 | 7.4% | 165 Days |
| 2011 | 551 | $266,000 | -16.7% | $178.86 | -10.1% | $352,988 | -14.9% | $191.08 | -12.0% | $194,496,253 | -8.7% | 162 Days |
| 2012 | 703 | $245,550 | -7.7% | $176.62 | -1.3% | $331,459 | -6.1% | $187.54 | -1.8% | $233,015,654 | 19.8% | 149 Days |
| 2013 | 648 | $330,000 | 34.4% | $217.68 | 23.2% | $399,486 | 20.5% | $225.96 | 20.5% | $258,866,872 | 11.1% | 119 Days |
| 2014 | 588 | $349,950 | 6.0% | $238.60 | 9.6% | $446,480 | 11.8% | $256.11 | 13.3% | $262,530,508 | 1.4% | 117 Days |
| 2015 | 624 | $369,000 | 5.4% | $251.88 | 5.6% | $459,046 | 2.8% | $268.31 | 4.8% | $284,572,617 | 8.4% | 116 Days |
| 2016 | 688 | $419,500 | 13.7% | $270.14 | 7.2% | $509,302 | 10.9% | $285.91 | 6.6% | $350,399,848 | 23.1% | 115 Days |
| 2017 | 668 | $440,000 | 4.9% | $292.74 | 8.4% | $533,662 | 4.8% | $308.33 | 7.8% | $356,487,117 | 1.7% | 103 Days |
| 2018 | 611 | $475,000 | 8.0% | $312.50 | 6.8% | $559,277 | 4.8% | $326.69 | 6.0% | $341,718,487 | -4.1% | 102 Days |
| 2019 | 614 | $485,000 | 2.1% | $319.74 | 2.3% | $633,599 | 13.3% | $351.02 | 7.4% | $389,029,682 | 13.8% | 106 Days |
| 2020 | 898 | $586,000 | 20.8% | $351.14 | 9.8% | $734,140 | 15.9% | $387.10 | 10.3% | $659,249,013 | 69.5% | 83 Days |
| 2021 | 711 | $710,000 | 21.2% | $462.70 | 31.8% | $888,456 | 21.0% | $481.33 | 24.3% | $631,692,490 | -4.2% | 70 Days |
| 2022 | 576 | $724,500 | 2.0% | $487.74 | 5.4% | $937,176 | 5.5% | $521.81 | 8.4% | $526,105,478 | -16.7% | 70 Days |
| 2023 | 388 | $685,000 | -5.5% | $463.31 | -5.0% | $837,426 | -10.6% | $497.13 | -4.7% | $324,921,436 | -38.2% | 83 Days |
| *CURRENTLISTINGS (1/24/2024)* | *124* | *$791,000* | | *$520.36* | | *$1,679,577* | | *$637.74* | | | | *107 Days* |

The Northern Nevada Multiple Listing Service reports the following data for the Nevada side of the South Shore area:

**Douglas County Portion of Lake Tahoe Basin**
**Single-Family Residential Sales* Non-Lakefront**

| Year | Number of Sales | Median Sale Price | % Change | Median Sale Price/SF | % Change | Average Sales Price | % Change | Average Sales Price/SF | % Change | Total Sales Volume | % Change | Average Marketing Time |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2007 | 65 | $915,000 | | $347 | | $1,624,757 | | $480 | | $105,609,237 | | 217 Days |
| 2008 | 65 | $600,000 | -34.4% | $312 | -10.1% | $915,621 | -43.6% | $365 | -24.0% | $59,515,400 | -43.6% | 211 Days |
| 2009 | 78 | $517,500 | -13.8% | $253 | -18.9% | $733,569 | -19.9% | $289 | -20.8% | $57,218,416 | -3.9% | 179 Days |
| 2010 | 86 | $545,000 | 5.3% | $246 | -2.8% | $763,675 | 4.1% | $265 | -8.3% | $65,676,100 | 14.8% | 225 Days |
| 2011 | 75 | $545,000 | 0.0% | $222 | -9.8% | $711,448 | -6.8% | $252 | -4.9% | $53,358,618 | -18.8% | 197 Days |
| 2012 | 105 | $474,900 | -12.9% | $215 | -3.2% | $685,356 | -3.7% | $247 | -2.0% | $71,962,478 | 34.9% | 187 Days |
| 2013 | 123 | $615,000 | 29.5% | $290 | 34.9% | $961,491 | 40.3% | $325 | 31.6% | $118,263,460 | 64.3% | 198 Days |
| 2014 | 115 | $625,000 | 1.6% | $288 | -0.7% | $849,514 | -11.6% | $326 | 0.3% | $97,694,192 | -17.4% | 160 Days |
| 2015 | 92 | $707,500 | 13.2% | $305 | 5.9% | $921,633 | 8.5% | $340 | 4.3% | $84,790,250 | -13.2% | 194 Days |
| 2016 | 113 | $800,000 | 13.1% | $319 | 4.6% | $959,989 | 4.2% | $368 | 8.2% | $108,478,859 | 27.9% | 204 Days |
| 2017 | 97 | $847,500 | 5.9% | $336 | 5.3% | $1,094,227 | 14.0% | $382 | 3.8% | $106,140,075 | -2.2% | 183 Days |
| 2018 | 113 | $780,000 | -8.0% | $354 | 5.4% | $964,285 | -11.9% | $372 | -2.6% | $108,964,250 | 2.7% | 150 Days |
| 2019 | 132 | $900,000 | 15.4% | $411 | 16.1% | $1,157,712 | 20.1% | $442 | 18.8% | $152,818,075 | 40.2% | 172 Days |
| 2020 | 173 | $1,135,000 | 26.1% | $457 | 11.2% | $1,438,107 | 24.2% | $502 | 13.6% | $248,792,629 | 62.8% | 126 Days |
| 2021 | 143 | $1,350,000 | 18.9% | $604 | 32.2% | $1,755,569 | 22.1% | $647 | 28.9% | $251,046,500 | 0.9% | 91 Days |
| 2022 | 79 | $1,500,000 | 11.1% | $632 | 4.6% | $1,904,089 | 8.5% | $699 | 8.0% | $150,423,000 | -40.1% | 101 Days |
| 2023 | 86 | $1,500,000 | 0.0% | $643 | 1.7% | $1,851,570 | -2.8% | $704 | 0.7% | $159,234,984 | | 134 Days |
| Listings 1/24 | 34 | $1,575,000 | | | | $3,102,264 | | | | $105,476,990 | | 141 Days |

Total sales volume in the area greatly increased in 2020 due to demand generated by the COVID-19 pandemic. Sales volume increased by 69.5% on the California side of South Shore, and by 62.8% on the Nevada side. High demand and low supply have driven average prices up in 2021 and 2022. Real estate agents indicate the number of sales and sales volume is beginning to decrease due in part to a lack of available supply of units for sale and partly due to the high prices being out of the range of a portion of the buyer pool. Most agents indicate that they feel prices have stabilized at the present time due to headwinds created by higher interest rates and general economic uncertainty.

**Conclusion**

In summary, the South Shore area's population is concentrated in the City of South Lake Tahoe on the California side and the Stateline areas on the Nevada side. A majority of the area jobs are in the hospitality sector. A number of projects have been recently completed in the area with will upgrade the "Tahoe Experience," particularly for the more affluent destination resort visitor. Additional proposed redevelopment projects are moving forward with the goal of promoting year-round economic vitality. The Tahoe region has seen a high number of new market participants emanating from the California metropolitan areas. The ability to work remotely in a recreational and outdoor setting is one of the primary motivations of the new buyers driving the market. In 2023, the housing market showed signs of stabilizing and the number of sales has decreased and price appreciation moderating due to higher interest rates and general economic uncertainty.

## SUBJECT MAP


MAPLE AVE
Paradise Ave
FOREST AVE
ALDER AVE
Forest Ave
ASPEN AVE
SONORA AVE
MARKOFER WAY
STEWART WAY
SHIRLEY AVE
Alder Ave
Aspen Ave
LARCH AVE
Larch Ave
BIRCH AVE
Birch Ave
BOWERS AVE
WERNER SALAS DR
LEE WAY
CITY OF LAKE TAHOE
TAMARACK AVE
Tamarack Ave
Spruce Ave
PIONEER TRL
RUBY LN
WILLOW AVE
Willow Ave
SUBJECT
BLACKWOOD RD
TERRY LN
Terry Ln
OVERLOOK CT
HEATHER LAKE RD
6286 ft
SKI RUN BLVD
DAVID LN
David Ln

## SUBJECT PHOTOGRAPHS



**STREET SCENE LOOKING NORTHERLY ALONG SKI RUN BOULEVARD IN THE VICINITY OF THE SUBJECT PROPERTY**



**STREET SCENE LOOKING SOUTHERLY ALONG SKI RUN BOULEVARD IN THE VICINITY OF THE SUBJECT PROPERTY**

## SUBJECT PHOTOGRAPHS



**STREET SCENE LOOKING EASTERLY ALONG SPRUCE AVENUE FROM SKI RUN BOULEVARD ADJACENT TO THE SUBJECT PROPERTY**



**STREET SCENE LOOKING EASTERLY ALONG WILLOW AVENUE FROM SKI RUN BOULEVARD ADJACENT TO THE SUBJECT PROPERTY**

## SUBJECT PHOTOGRAPHS



**VIEW LOOKING SOUTHERLY ACROSS THE STREETSCAPE ALONG THE WESTERN BOUNDARY OF THE SUBJECT SITE**



**VIEW LOOKING NORTHERLY ACROSS THE STREETSCAPE ALONG THE WESTERN BOUNDARY OF THE SUBJECT SITE**

## SUBJECT PHOTOGRAPHS



**VIEW LOOKING SOUTHEASTERLY ACROSS THE SUBJECT PROPERTY FROM THE INTERSECTION OF SPRUCE AVENUE AND SKI RUN BOULEVARD**



**VIEW LOOKING NORTHWESTERLY ACROSS THE SUBJECT PROPERTY THE SOUTHEAST CORNER OF THE PROPERTY**

## SUBJECT PHOTOGRAPHS




**VIEW LOOKING NORTHEASTERLY ACROSS THE SUBJECT SITE**



**VIEW LOOKING SOUTHERLY ACROSS THE THE SUBJECT SITE**

**SUBJECT PHOTOGRAPHS**

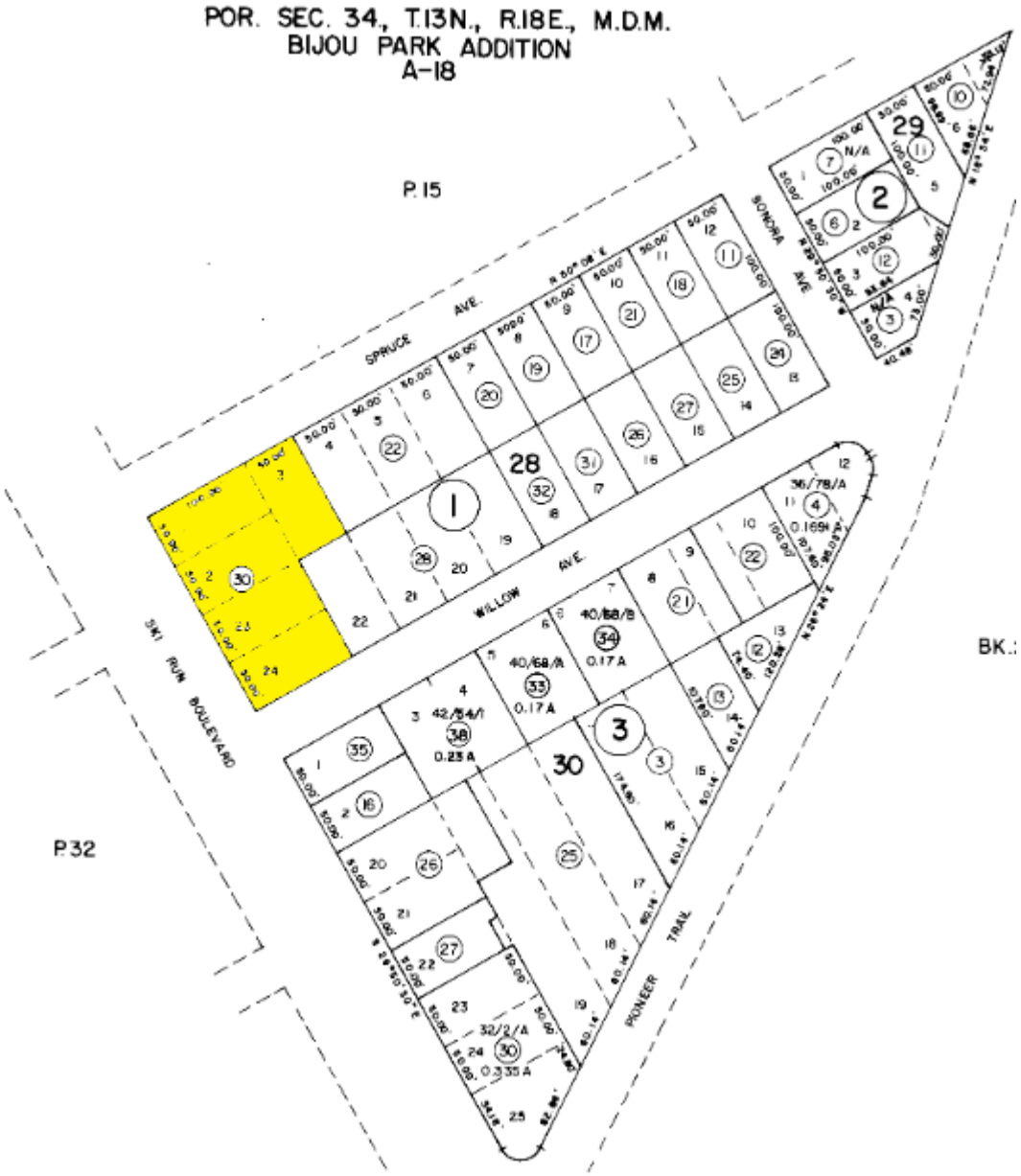


**VIEW LOOKING SOUTHWESTERLY ACROSS THE SOUTHENR PORTION OF THE SITE**

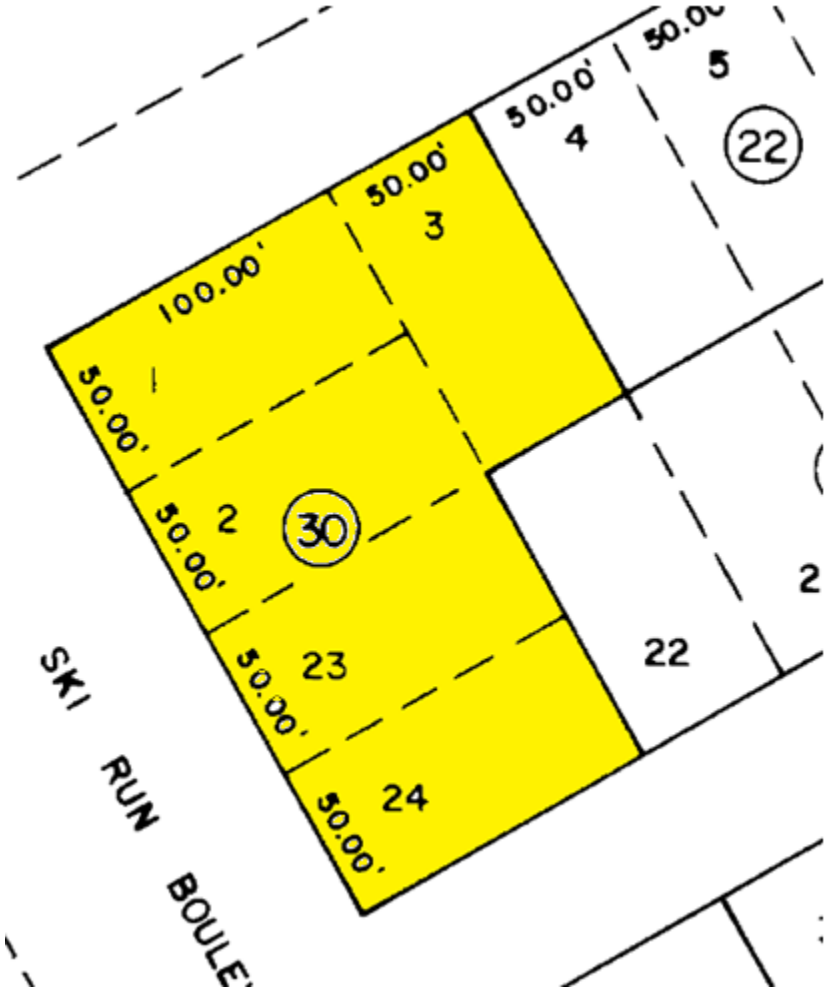


**VIEW LOOKING SOUTHWESTERLY ACROSS THE NORTHERN PORTION OF THE SITE**

**ASSESSOR'S PARCEL MAP**
**A.P.N. 027-161-030-000**



## ASSESSOR'S PARCEL MAP MAGNIFIED VIEW



## AERIAL VIEW[7]




[7] Boundary lines are approximate and for illustrative purposes only and does not reflect the current construction of the park on the subject site.

## SUBJECT PROPERTY IDENTIFICATION AND DESCRIPTION

| | |
|---|---|
| **Assessor's Parcel Number** | 027-161-030-000 |
| **Property Address** | 1195 Ski Run Boulevard, South Lake Tahoe, El Dorado County, California |
| **Owner of Record** | SkiRunPark, LLC |
| **Land Area** | 0.574± acres (25,003± square feet) |
| **Improvements** | Streetscape along Ski Run Boulevard and Community Park presently being constructed on-site |

**Legal Description**

The Land Described Herein Is Situated In The State Of California, County Of Eldorado, City Of South Lake Tahoe, And Is Described As Follows:

Lots 1, 2 ,3 ,23 and 24, Block 28, of Bijou Park Addition, filed December 31, 1932, in Book A of Maps, at Page 18, El Dorado Records.

| | |
|---|---|
| **Property Shape** | Irregular |

**Property Dimensions**[8]

| | |
|---|---|
| Ski Run Boulevard Frontage | 200± feet |
| Spruce Avenue Frontage | 150± feet |
| Willow Avenue Frontage | 100± feet |




**Land Coverage**

The Bailey system is applied to all commercial and multi-family properties and all residential properties that were improved prior to July 1, 1987 in the Lake Tahoe Basin. The US Forest Service and TRPA developed the Bailey land capability system in the early 1970s based primarily on the official USDA soils maps for the Tahoe Region. Each soil type was assigned to a land capability class ranging from 1 to 7, with capability 1 being the most environmentally fragile and sensitive to development. Wherever land was found to be influenced by a stream or high groundwater, it was assigned to capability 1b, also known as Stream Environment Zone, or SEZ.

TRPA and the Natural Resource Conservation Service have continued to survey soil types around Lake Tahoe and are updating the original Bailey classifications. Applying for a

[8] The North and East Parcel dimensions are based upon data from the El Dorado County Assessor's Office and are assumed to be correct.

Land Capability Verification is often the best way to find out how much coverage is allowed on residences built before 1987 and on all commercial and multi-family parcels.

| Lands Located in Land Capability District | Base Coverage |
|---|---|
| 1a, 1b, 1c | 1% |
| 2 | 1% |
| 3 | 5% |
| 4 | 20% |
| 5 | 25% |
| 6, 7 | 30% |

As applied by TRPA and other regulatory agencies, the Bailey system prohibits new development on all capability 1 through 3 parcels, and restricts the amount of coverage (i.e., pavement and building footprint) that can be placed on capability 4 through 7 parcels. For parcels with Bailey scores 1 through 3, TRPA created a program for the transfer of development rights to other, less sensitive parcels. In this way, development can be moved away from the most sensitive areas and property owners can still realize value from their land.

The subject property is located in potion of Class 1B and Class 5 soils. The subject property was previously improved with a motel. Safeway purchased the property in 1999 and subsequently demolished the improvements, banked the existing TRPA development resources (Land Coverage and TAU's that were converted to CFA) and then transferred the vast majority of the development rights off the site. As part of the approval to transfer the development rights from the site, the property was deed restricted to prohibit the transfer back of land coverage, CFA or TAUs to the subject site. Subsequently, the subject property was purchased by the current owners in 2021 for the proposed development of a community park. In 2022, the City of South Lake Tahoe and TRPA approved the proposed use. The permit specifically authorizes the construction of a day-use area (Ski Run Community Park). The parcel is located in the Tourist Core Area Plan Town Center Mixed-Use District and is zoned as Tourist. Day-use areas are allowed in the district. The project application and plan set are contained within TRPA and City of South Lake Tahoe File # 22-004.

Subsequent to the approval for development of the Ski Run Community Park, TRPA authorized modification of the prior deed restrictions to allow for land coverage to be returned to the portion of the property mapped as Land Capability District 5 District for use in development and operation of the Ski Run Community Park.

TRPA's records reflect the Subject Property has the following land coverage rights appurtenant to the site at the present time:

| Development Right | Land Capability | Verified Physical Inventory | Remaining Base Allowable / Potential | Remaining Banked Quantity |
|---|---|---|---|---|
| | | | | |
| Coverage (hard) - ft2 | Bailey 5 | 23 | 0 | 1,115 |
| Coverage (hard) - ft2 | Bailey 1b | | 0 | 309 |

In aggregate, the subject has 1,447± square feet of allowable land coverage.

The proposed coverage for the development of Ski Run Community Park is presented as follows:

| | Proposed Coverage |
|---|---|
| Concrete Paving | 298 SF |
| Permeable Pavers | 634 SF |
| CIP Concrete Band | 335 SF |
| Miscellaneous Structures | 180 SF |
| Total New Coverage | 1,447 SF |

This existing available land coverage of 1,147± square feet is equal to the proposed land coverage of 1,447± square feet.

This report is predicated upon the hypothetical condition that the Ski Run Community Park, that is presently under development, is 100% complete pursuant to approvals, plans and specifications as of the date of valuation.

**Hazardous Materials**

During the course of my on-site inspection of the subject property, I found no evidence suggesting the existence of hazardous substances. However, it should be noted that the undersigned is not qualified to detect hazardous waste and/or toxic materials. The value estimates derived in this report are based upon the assumption that there is no soil or water contamination or hazardous materials stored on the subject property.

**Tourist Accommodation Units (TAUs) / Residential Units of Use (RUUs)**

Like CFA and land coverage, the number of Tourist Accommodation Units (TAUs) and Residential Units of Use (RUUs) allowed within the Lake Tahoe Basin is strictly regulated. TAUs refers to the number of units in a hotel, motel, timeshare, bed and breakfast, or inn that can be rented by the day or week and occupied on a temporary basis (Ch. 90 Definitions, TRPA Code of Ordinances). RUUs refer to the number of residential units that can be occupied. TAUs and RUU's are a marketable development right and can be sold within the Lake Tahoe Basin.

Previously this property was verified with 28 TAU's and 1RUU (TRPA File No 990697). These units were demolished in the late 1990s and the development rights were converted to 12,352 sf of CFA and banked on the site with the intention of transferring off-site the banked CFA Rights, a portion of which were intended to be transferred to the Safeway Property located at 1040 Johnson Boulevard for use in a planned expansion and renovation of the supermarket. It is my understating that the subject property does not have currently have any TAUs or RUUs appurtenant to the site.

**Commercial Floor Area (CFA)**

Commercial Floor Area (CFA) is an entitlement in the Tahoe Basin. CFA is defined by TRPA as the gross square footage of floor area within the outer wall of a commercial building, not including stairwells and airshafts (Ch. 90 Definitions, TRPA Code of Ordinances). The square footage of other facilities related to the commercial building, including but not limited to decks that are designated for commercial use under a permit, shall be considered CFA.

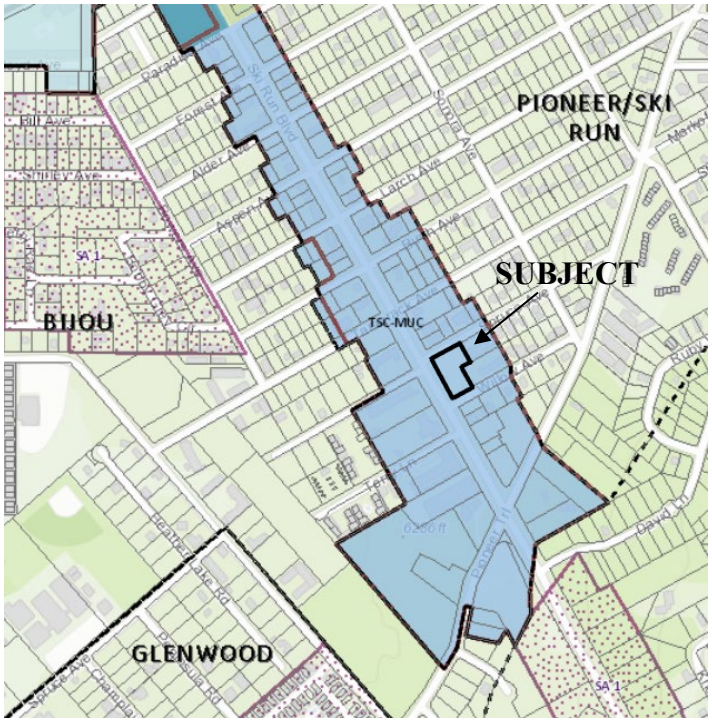
In previous years, the Community Plans had a CFA pool available that was administered by the respective counties in the Basin. All of the available CFA within these pools has already been allocated to commercial development projects. Therefore, any new development that requires CFA must be purchased in the open market from property owners that control a banked supply of CFA that originated from commercial structures that have subsequently been demolished.

When the former motel located in the subject property was demolished, the property owner converted the TAU/ERU rights. The TAU/ERU rights were converted to 12,352± square feet of CFA and banked on the site in January of 2000. Subsequently, in three separate transfers, 12,096± square feet of CFA was transferred off the subject site. These three

transfers occurred in 2000, 2005 and 2006[9]. The subject has 256± square feet of CFA remaining banked on the subject site (12,352± square feet of banked CFA less 12,096± square feet that was subsequently transferred off the site). Conditions of the three transfers of the CFA rights from the subject site effectively preclude CFA rights from being transferred back to the subject site.

**Zoning**

| | |
|---|---|
| TRPA/City of South Lake Tahoe | Tourist Core Area Plan |
| Zoning District | TSC-MUC (Tourist Center Mixed Use Corridor) |




Land use in the Lake Tahoe Basin is regulated by both the Tahoe Regional Planning Agency and local city and county authorities. The subject property is located within the Tourist Core Area Plan which was approved by the City of South Lake Tahoe on October 14,

[9] 2,643± square feet of CFA was transferred to APN 027-180-19. 8,284± square feet of CFA was transferred to APN 023-430-30 and 1,169± square feet of CFA was transferred to APN 026-221-33.

2013 and by the TRPA Governing Board on November 20, 2012. The planning statement for Tourist Core Area Plan indicates that it "encourages general improvement of the built environment. It provides a framework that will change the existing conditions into opportunities for redevelopment with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental threshold goals of the 2012 regional plan."

The subject property is located with the area designated Tourist Center Mixed Use Corridor (TSC-MUC). "This district is intended to support Ski Run Boulevard as a multi-modal, mixed-used corridor with a wide array of uses that encourage pedestrian activity. Permissible uses include a rich mixture of employment services, professional offices, commercial, public service, recreation, tourist accommodation and residential organized around an aesthetically-pleasing pedestrian environment." Permissible uses include tourist accommodation, retail commercial, entertainment, restaurants, recreation and mixed-use residential development." Economic allowed uses are summarized as follows:

**Residential**

- Employee Housing
- Multiple Family Dwelling
- Single Family Dwelling (includes condominiums)

**Tourist Accommodation**

- Hotel, Motel, Other Transient Dwelling Units
- Bed & Breakfast Facilities
- Timesharing

**Retail Commercial**

- General Retail and Personal Services
- Nursery
- Eating and Drinking Places

**Service Commercial**

- Healthcare Services
- Professional Offices

**General Public Service**

- Daycare Centers/Preschool

- Government Offices
- Local Public Health and Safety Facilities
- Social Services Organizations

**Recreation**

- Day Use Areas

In addition, Resource Management and Open Space uses are also allowed. Various other uses are allowed with a Special Use Permit. The minimum lot size is 10,000± square feet, with a minimum lot width of 80± feet and a minimum lot depth of 100± feet. The maxim density for employee housing family is 15 units per acre. The maximum allowable density with multi-person dwellings is 25 units per acres. The maximum density for tourist accommodation units (dwelling units/acre) is 40 units. The maximum building height is 56 feet with a maximum of four stories. The front yard setback is 20 feet (from back of curb), the side street setback is 20 feet (from back of curb) and the rear yard setback is 10 feet. The effect of zoning on the subject property will be discussed in the Highest and Best Use section of this report.

The subject is presently approved to be developed with a public park, which is classified as a Day Use Area. The zoning code defines Day Use Area as "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, and playgrounds."

**Approvals**

The subject property has approvals from the City of South Lake Tahoe and TRPA as part of File # 22-004 for constructing a community park that will be donated to the City. The proposed project is the construction of a community park including play equipment, turf, gathering space, mural wall, climbing boulder, hill slide, swings, benches, and a community table. The project also includes enhancing a historically non-functioning stream environment zone that is located on the parcel.

On June 15, 2021, The City accepted the donation and entered into a Memorandum of Understanding with the Friends of Ski Run, a California non-profit public benefit corporation, to collaboratively identify and implement improvements related to the construction, maintenance, and preservation of the community park. Upon completion, the City is responsible for the operation and maintenance of the park and will be given fee title to the property.

**Topography**

The majority of the property enjoys basically level topography and is at street grade.

**Flood Zone**

According to the Federal Emergency Management Agency's Flood Insurance Map Community Panel Number 06017C0380F effective April 3, 2012, the subject property is located in Flood Zone X. Flood Zone X refers to areas which are determined to be outside of the flood plain. Federal flood insurance is not required for properties located within Flood Zone X.

**Earthquake Zone**

According to the most recent Edition of the Uniform Building Code, the subject property is located in Seismic Risk Zone 3. This zone encompasses areas which have a number of local faults and where there is a relatively strong probability of moderate to strong seismic activity. I have not seen any hazard maps relating to the subject ownership specifically and could find no evidence that the property would experience any greater seismic activity than is typical for the area.

**Access and Exposure**

The subject parcel has approximately 200± feet of frontage along Ski Run Boulevard. This is a secondary commercial artery that is the main route from U.S. Highway 50 to the Heavenly Mountain Resort's California Base Lodge. The subject parcel also has 150± feet of frontage along Spruce Avenue and 100± feet of frontage along Willow Avenue. Both Spruce Avenue and Willow Avenue are paved two-lane, two-way residential streets. Overall, the subject is considered to have good access and good exposure.

**Utilities**

All utilities, including electricity, natural gas, water, sewer, telephone, and cable television, are immediately available to the subject property.

**Surrounding Development**

Surrounding development is primarily single-family residences, apartment buildings, vacant lots and various commercial properties including restaurants and hotels/motels along Ski Run Boulevard. The Heavenly Ski Resorts California Base Lodge is located just under a mile from the subject. Lake Tahoe and the Ski Run Marina are located a mile to the north of the subject and the Stateline Casinos are about 1.5 miles away. Overall, the subject property is located in a fairly central location with many popular attractions in the South Lake Tahoe area a short distance away.

**Easements, Encumbrances and Restrictions**

The subject property is encumbered with deed restrictions as a result of TRPA's approval to bank and transfer land coverage and commercial floor area off the subject site. These restrictions are discussed in greater detail herein.

I was not provided with a preliminary title report for the subject property. This appraisal is predicated upon the assumption that aside from the aforementioned deed restrictions, the subject is not materially affected by any exceptions to title that are not typical similar properties in the subject neighborhood.

**Parking**

As part of the development of Ski Run Community Park, one new ADA parking space along Ski Run Boulevard was installed. There is on-street parking available within the City right-of-way along Ski Run Boulevard, Spruce Avenue and Willow Avenue. The community park is intended to serve the surrounding residential neighborhood, and it is expected that most visitors will either bike or walk to the community park. Additionally, there is a transit stop located on Ski Run Boulevard in front of the proposed community park.

**Best Management Practices (BMP)**

The TRPA permit for the subject's proposed project has been conditioned to require the permittee to submit BMP plans with the Building Application for review by the Planning Division, Parks and Recreation Department and Stormwater Coordinator. It is assumed that in the hypothetical 100% complete state that the subject will be BMP compliant.

**Encroachments**

Based on my inspection, the subject property does not appear to be affected by any encroachments.

**Subject's Sales History**

The subject property was purchased by the current owners on June 11, 2021 (Document 39208) for $45,000. The Grantor was Safeway, Inc. The Grantee was Skirunpark, LLC. The Client provided a copy of the purchase and sale agreement and presented this purchased to be between a willing buyer and a willing seller. The property was vacant at the time of sale. At the time of sale, the subject property had 332± square feet of allowable land coverage. It is the understanding of the undersigned that this small amount of land coverage was required to remain on the subject site for use in existing streetscape and cannot be transferred from the subject site. Subsequent to the sale, the deed restrictions related to the transferring additional coverage to the subject site were modified by TRPA to allow for up to 1,447± square feet of land overage on the subject site and this coverage was

transferred to the property. Therefore, the subject was materially enhanced subsequent to the June 11, 2021 sale of the property and the sale price is not probative of the current market value of the property.

Previous to the June 11, 2021 sale of the subject property, the property was owned by Safeway Inc. since 1999. Subsequent to the sale in 1999 the subject's prior improvements were demolished and the site was restored to a natural state. Almost all of the subject's banked land coverage and Commercial Floor Area was transferred off the site in 2000 to 2006. Prior to the 1999 sale the property was sold in 1990 for a reported sale price of $172,500.

To the best of the knowledge of the undersigned, the subject property is not presently listed for sale on the open market, nor has it been at any point in the proceeding 12-months.

**Tax and Assessment Data (2023-24)**

The subject's 2023-2023 assessed values and resulting real property taxes are as follows:

TBUN2WEB 06/03/2024
1.2.005 12:11:08PM

**EL DORADO COUNTY 2023 - 2024 PROPERTY TAX BILL**
**K. E. Coleman, MBA**
**El Dorado County Treasurer-Tax Collector, 360 Fair Lane, Placerville CA 95667-4197**
**SECURED TAX ROLL FOR FISCAL YEAR JULY 1, 2023 - JUNE 30, 2024**

| PROPERTY INFORMATION | | | | IMPORTANT MESSAGES |
|---|---|---|---|---|
| ASMT NUMBER: | 027-161-030-000 | TAX RATE AREA: | 002002 | Original bill date 08/16/2023 |
| ORIG ASMT: | 027-161-030-000 | ACRES: | 0.57 | |
| FEE NUMBER: | 027-161-030-000 | | | |
| LOCATION: | 1195 SKI RUN BLVD | | | |

PO BOX 11790
ZEPHYR COVE NV 89448

2023-2024

**COUNTY VALUES, EXEMPTIONS, AND TAXES**

| PHONE # | DESCRIPTION | PRIOR | CURRENT | BILLED |
|---|---|---|---|---|
| VALUE PLACERVILLE 530-621-5719 | LAND | 0 | 46818 | 46818 |
| VALUE LAKE TAHOE 530-573-3422 | | 0 | 0 | 0 |
| VALUE BUS PROP 530-621-5716 | | 0 | 0 | 0 |
| VALUE BOAT/PLANE 530-621-5726 | | 0 | 0 | 0 |
| EXEMPTIONS 530-621-5719 | | 0 | 0 | 0 |
| ADDRESS CHANGES 530-621-5719 | | 0 | 0 | 0 |
| TAX RATES 530-621-5470 | | 0 | 0 | 0 |
| PAYMENTS 530-621-5800 | | 0 | 0 | 0 |
| | NET TAXABLE VALUE | | | 46818 |
| | VALUES X TAX RATE PER $100 1.000000 | | | $468.18 |

DUPLICATE COPY

**VOTER APPROVED TAXES / TAXING AGENCY DIRECT CHARGES & SPECIAL ASSESSMENTS / FEES**

| PHONE # | CODE | DESCRIPTION | ASSESSED VALUE | X | TAX RATE / 100 | = | TAX AMOUNT |
|---|---|---|---|---|---|---|---|
| (530) 621-5470 | 35701 | Voter Debt: Lake Tahoe Unified Schl Elctn1999 | 46818 | | 0.013416 | | $6.28 |
| (530) 621-5470 | 35702 | Voter Debt: Lake Tahoe Unified Schl Elctn2008 | 46818 | | 0.031712 | | $14.84 |
| (530) 621-5470 | 35800 | Voter Debt: Lake Tahoe College Election 2014 | 46818 | | 0.015000 | | $7.02 |

| PHONE # | DESCRIPTION | DIR CHRG | PHONE # | DESCRIPTION | DIR CHRG | PHONE # | DESCRIPTION | DIR CHRG |
|---|---|---|---|---|---|---|---|---|
| (530) 621-5154 | Spcl Tax: CSA#10 Library : | $24.76 | (800) 676-7516 | Mello-Roos Spcl Tax: | $36.00 | (530) 621-6505 | Service Chrg: CSA#3 | $24.60 |

| | | | |
|---|---|---|---|
| | | AGENCY TAXES | $28.14 |
| | | DIRECT CHARGES | $85.36 |
| PENALTY & COST | $67.08 | FEES | $0.00 |
| AGENCY TAXES + DIRECT CHARGES + FEES + PENALTY + COST + DELINQUENT PENALTIES | | | $180.58 |

| 1st INSTALLMENT $290.84 | 2nd INSTALLMENT $357.92 | TOTAL TAXES |
|---|---|---|
| PAID ON 12/01/2023 | PAID ON 05/08/2024 | $648.76 |

**EL DORADO COUNTY SECURED PROPERTY TAXES - 2ND INSTALLMENT PAYMENT STUB**

ASMT NUMBER: 027-161-030-000 TAX YEAR: 2023 MAKE CHECK PAYABLE TO:
ORIG ASMT: 027-161-030-000 K. E. Coleman, MBA

According to the El Dorado County Treasures Office, as of the date of valuation of this report, there are no unpaid property taxes owing against the either subject property.

Following the enactment of Proposition 13 in the State of California, the assessed value of a property is equivalent to the Assessor's opinion of its taxable value as of a base year, plus annual increases not to exceed 2%.

**Summary**

The subject property involves a 0.574± acre (25,003± square foot) parcel located at 1195 Ski Run Boulevard in the City of South Lake Tahoe. The parcel involves basically level topography and is at street grade. The parcel is located in the Tourist Center Mixed Use District along Ski Run Boulevard between Spruce Avenue and Willow Avenue. The surrounding development is primarily single-family residences, apartment buildings, vacant lots and various commercial properties including restaurants to the north along Ski Run Boulevard. The subject property has had almost all its land coverage and development resources transferred off the site and the property has been deed restricted to effectively prevent land coverage or other development resources from being transferred back to the site. The subject was purchased in 2021 for development of a Community Park and TRPA modified the existing deed restrictions to allow for transfer of land coverage back to the site that was necessary for construction of the approved public park on the site.

Overall, the subject property is considered to feature a desirable location in the central portion of town with direct access from Ski Run Boulevard however, most economic uses of the site are precluded by the deed restrictions against the property resulting from the past transfer of land coverage and development resources from the site.

**IMPROVEMENTS UNDER CONSTRUTION**
**Ski Run Community Park**

The subject is presently being developed with a community park including play equipment, turf, gathering space, mural wall, climbing boulder, hill slide, swings, benches, and a community table. The project also includes enhancing a historically non-functioning stream environment zone that is located on the parcel.

The site plan for the project under development is presented as follows:




The improvements are presently under construction and expected to be completed in the summer of 2024.

The total expected cost for development of the park is summarized as follows

| Budget Item | | UPDATE DEC 2023 |
|---|---|---|
| | | |
| *Design Phase Subtotal* | | 0 |
| *Professional Services Subtotal* | | 77,987 |
| *Temp Facilities Subtotal* | | 38,185 |
| *Utilities Subtotal* | | 15,000 |
| *Site Work Subtotal* | | 21,500 |
| *Structure Subtotal* | | 65,059 |
| *Mechanical Systems Subtotal* | | 9,771 |
| *Exterior Finishes Subtotal* | | 171,350 |
| *Specialty Equipment Subtotal* | | 328,091 |
| *Project Management Subtotal* | | 20,400 |
| | | |
| ***SUBTOTAL*** | | **747,343** |
| ***Contractor's Mark Up*** | | **674** |
| ***TOTAL*** | | **748,017** |

## HIGHEST AND BEST USE ANALYSIS

Highest and best use is defined as the most reasonable and probable use that supports the highest present value of the vacant land and/or improved property, as defined, as of the effective date of valuation. Implicit in this definition is that highest and best use must be physically possible, legally permissible, economically feasible and maximally productive. In this analysis the subject site, in its hypothetical as improve state is being addressed. The highest and best use analysis as if vacant will be considered first, followed by the highest and best use in the hypothetical as complete.

**As Vacant**

The subject site involves a 25,003± square foot site located at 1195 Ski Run Boulevard. The property has 200± feet of frontage along Ski Run Boulevard, 150± feet of frontage along Spruce Avenue and 100± feet of frontage along Willow Avenue. The subject property involves basically level topography. The subject is located in class 1B soils. The property enjoys very good access and exposure. All utilities are reasonably available to the subject site. The property is located along the U.S. Highway 50 commercial corridor with surrounding development including commercial, tourist accommodation, retail and recreation uses. Overall, the site is physically suitable for development.

*Legally Permissible*

With respect to legally permissible uses, the subject property is located within the Tourist Core Area Plan. The planning statement for "The Tourist Core Area Plan indicates that it encourages general improvement of the built environment. It provides a framework that will change the existing conditions into opportunities for redevelopment with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental threshold goals of the 2012 regional plan."

The subject property is located with the area designated Tourist Center Mixed Use Corridor (TSC-MUC). This district is "This district is intended to support Ski Run Boulevard

as a multi-modal, mixed-used corridor with a wide array of uses that encourage pedestrian activity. Permissible uses include a rich mixture of employment services, professional offices, commercial, public service, recreation, tourist accommodation and residential organized around an aesthetically-pleasing pedestrian environment." Permissible uses include tourist accommodation, retail commercial, entertainment, restaurants, recreation and mixed-use residential development." Economic allowed uses are summarized as follows:

**Residential**

- Employee Housing
- Multiple Family Dwelling
- Single Family Dwelling (includes condominiums)

**Tourist Accommodation**

- Hotel, Motel, Other Transient Dwelling Units
- Bed & Breakfast Facilities
- Timesharing

**Retail Commercial**

- General Retail and Personal Services
- Nursery
- Eating and Drinking Places

**Service Commercial**

- Healthcare Services
- Professional Offices

**General Public Service**

- Daycare Centers/Preschool
- Government Offices
- Local Public Health and Safety Facilities
- Social Services Organizations

**Recreation**

- Day Use Areas

In addition, Resource Management and Open Space uses are also allowed. Various other uses are allowed with a Special Use Permit. The minimum lot size is 10,000± square feet, with a minimum lot width of 80± feet and a minimum lot depth of 100± feet. The maxim density for employee housing family is 15 units per acre. The maximum allowable density with multi-person dwellings is 25 units per acres. The maximum density for tourist

accommodation units (dwelling units/acre) is 40 units. The maximum building height is 56 feet with a maximum of four stories.

Overall, based upon the current zoning, it would appear that the property could be developed with a variety of tourist accommodation, residential, retail and professional office utilizations.

The subject property has approvals from the City of South Lake Tahoe and TRPA as part of File # 22-004 for constructing a community park that will be donated to the City. The proposed project is the construction of a community park including play equipment, turf, gathering space, mural wall, climbing boulder, hill slide, swings, benches, and a community table. The project also includes enhancing a historically non-functioning stream environment zone that is located on the parcel.

On June 15, 2021, The City accepted the donation and entered into a Memorandum of Understanding with the Friends of Ski Run, a California non-profit public benefit corporation, to collaboratively identify and implement improvements related to the construction, maintenance, and preservation of the community park. Upon completion, the City is responsible for the operation and maintenance of the park.

The subject has been deed restricted concurrent with various transfers of land coverage and development resources from the site in 2000 to 2006 and as a result new transfers of land coverage and development resources are not allowed. Additionally, a 2024 deed restriction modifies the prior 2000 to 2006 deed restrictions to allow for the proposed and approved public park use of the property.

Due to the very limited land coverage, the existing deed restrictions being modified conditioned on the approved public park use, the very small amount of CFA appurtenant to

the stie and the lack of on-site parking, the ability to use the site for anything other than the approved recreation use would be speculative.

In conclusion, based upon a careful review and analysis, it is my opinion that the highest and best use of the subject site as vacant is for assemblage with an adjacent parcel to provide density for future development or for allowable recreation uses.

**Hypothetical As Complete**

In its hypothetical as complete state, the subject property will be improved with a community park as summarized herein. The park will not have any buildings structures or on-site parking. The ability to generate revenue from the park would be very limited and any revenue generated would likely be less than the operating and maintenance costs of the property.

The potential market for purchase of a public park is extremely limited and the most likely buyer would be a municipality. The park improvements, in their hypothetical as complete state, are likely not of significant value to a prospective purchaser. Overall, the highest and best use as improved is for assemblage with an adjacent parcel to provide density for future development or for allowable recreation purposes.

## INTRODUCTION TO VALUATION ANALYSIS

To establish the Market Value of the subject site, I have considered all three approaches to value: the Income Approach, the Cost Approach, and the Sales Comparison Approach. As land is not typically valued based on its income generating potential, the Income approach will not be used in this analysis. As the subject property is vacant, the Cost Approach is not an applicable method by which to value the subject property. Therefore, the only appropriate method by which to value the subject property is the Sales Comparison Approach. The Sales Comparison Approach is based on the principle of substitution, which holds that the value of the subject property tends to be set by the price that would be paid to acquire a substitute property of similar utility and desirability.

The subject's park improvements are not considered to contribute materially to the Market Value of the subject site due to the speculative nature of generating positive net income or producing value for a prospective buyer of the property. The highest and best use of the property is for open space or day use areas or to combine with an adjacent parcel for density. The existing improvements contribute, at most, nominally towards the highest and best use of the subject property.

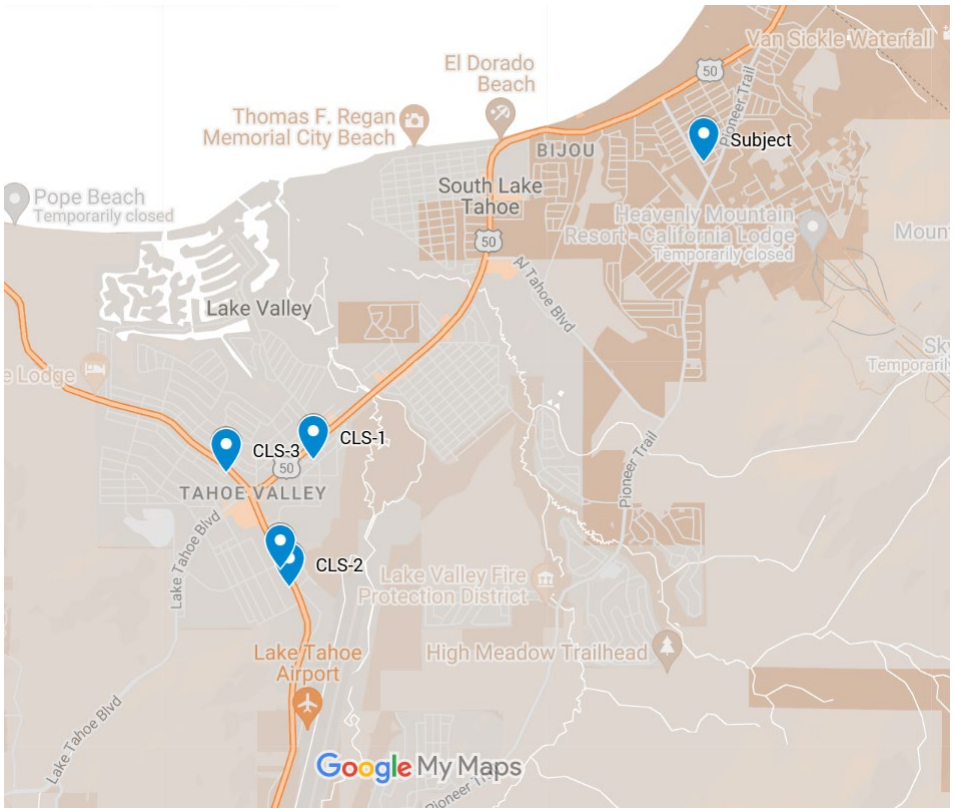
To establish an estimate of the Market Value of the subject property, I researched land sales in the South Lake Tahoe area. All comparables that were found were investigated, analyzed and compared to the subject property. In the Sales Comparison Approach, I will analyze the land sales based on the sale price per square foot of total land area basis.

The sales data is set forth on the following chart and sale profile sheets.

**COMPARABLE SALES CHART**

| Sale No. | Property Identification/APN | Sale Date | Sale Price | Total Land Area/ Land Coverage/ Percentage Land Coverage to Total Land Area | TRPA Development Resources | | Price Per Square Foot of Land Area |
|---|---|---|---|---|---|---|---|
| | | | | | Soils | | |
| CLS-1 | 2180 Barton Avenue<br>South Lake Tahoe, CA<br>023-241-46 | 8/13/2019 | $50,000 | 10,890± sq. ft.<br>3,267± sq. ft.<br>30.0% | None<br>Class 7 Soils | | $4.59 |
| CLS-2 | 1242 Emerald Bay Road<br>South Lake Tahoe, CA<br>032-151-004 | 10/16/2020 | $269,000 | 43,600± sq. ft.<br>13,104± sq. ft.<br>30.1% | None<br>Class 7 Soils | | $6.17 |
| CLS-3 | 906 Emerald Bay Road<br>South Lake Tahoe, CA<br>023-182-028 | 10/26/2020 | $230,000 | 21,780± sq. ft.<br>6,534± sq. ft.<br>30.0% | None<br>Class 7 Soils | | $10.56 |
| CLS-4 | 1190 Emerald Bay Road<br>South Lake Tahoe, CA<br>032-151-001 | 3/2/2022 | $430,000 | 43,560± sq. ft.<br>13,068± sq. ft.<br>30.00% | None<br>Class 7 Soils | | $9.87 |
| **SUBJECT** | **1195 Ski Run Boulevard<br>South Lake Tahoe, CA<br>027-161-030-000** | **6/3/2024 (DOV)** | --- | **25,003± Sq. Ft.<br>1,447± Sq. Ft.<br>5.8%** | **256± SF<br>Class 1 and 5 Soils** | | -- |

## COMPARABLE LAND SALES MAP



# COMPARABLE LAND SALE PROFILE SHEET
## Sale CLS-1




| | | | |
|---|---|---|---|
| **Property Address:** | 2180 Barton Avenue | **City:** | South Lake Tahoe |
| **Property Location:** | SEC of Third Street and Barton Avenue | **County:** | El Dorado |
| **A.P.N.:** | 023-241-046 | **State:** | California |
| **Topography:** | Level | **Legal Description:** | Portion of Lot 6 of Block 4 of Tamarack Subdivision Addition No. 1 |
| **Total Land Area:** | 10,890± square feet | **Zoning:** | Tahoe Valley Area Plan – Neighborhood Professional |
| **Available Land Coverage:** | 3,267± square feet (base allowable) | **% of Land Coverage to Total Land Area:** | 30.0% base allowable |
| **TRPA Development Resources:** | None | **CFA to Land Area Ratio** | NA |
| **Sale Price Per SF of Land Area** | $4.59 | **Sale Price:** | $50,000 |
| **Sale Date:** | 08/13/2019 | **Document Number:** | 36462 |
| **Grantor:** | City of South Lake Tahoe | **Terms Of Sale:** | Cash to Seller |
| **Grantee:** | Emerald Bay Properties, LLC | **Verification:** | Kevin Fabino, City of South Lake Tahoe and appraisal files |

**Comments:** . As part of the Tahoe Valley Area Plan, the comparable property is eligible for up to 70% land coverage and possible bonuses in commercial floor area. However, any land coverage above the base of 30% will require land coverage rights to be transferred to the site. The comparable features primarily level topography at street grade. All utilities are in close proximity/installed to the property. The comparable has an irregular site which would make economic development of the site on a stand-along basis difficult. The surrounding development is comprised primarily of highway retail, medical facilities and offices, and single and multi-family development. The quality of development ranges from fair to good. It is noted that Third Street is the primary street connecting Barton Memorial Hospital to Lake Tahoe Boulevard. The sale price was based on an appraisal.

# COMPARABLE LAND SALE PROFILE SHEET

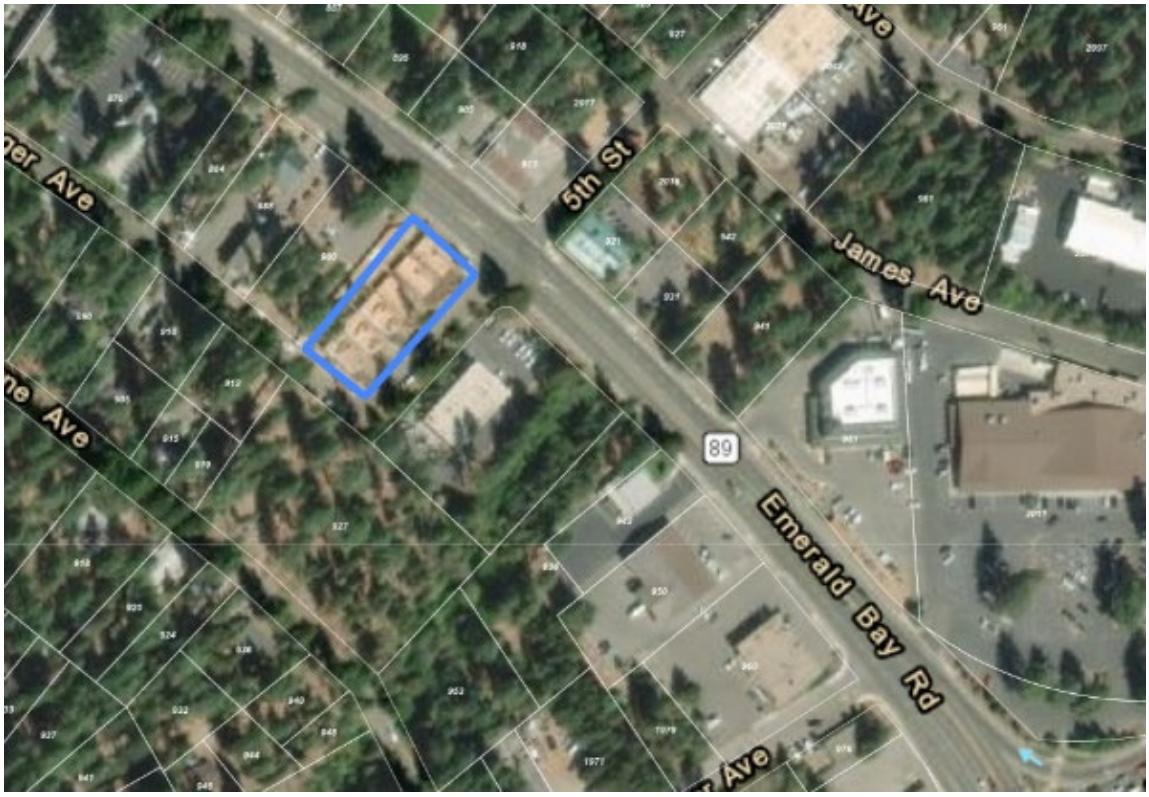
## Sale CLS-2




| | | | |
|---|---|---|---|
| **Property Address:** | 1242 Emerald Bay Road | **City:** | South Lake Tahoe |
| **Property Location:** | W/S Of Emerald Bay Road between D and F Streets | **County:** | El Dorado |
| **A.P.N.:** | 032-151-004 | **State:** | California |
| **Topography:** | Level | **Legal Description:** | Lot 10, Block 1 WD Barton |
| **Total Land Area:** | 43,600±sf | **Zoning:** | Bonanza |
| **Available Land Coverage:** | 13,104±sf | **% of Land Coverage to Total Land Area:** | 30.1% |
| **TRPA Development Resources:** | None | **CFA to Land Area Ratio** | Na |
| **Sale Price Per SF of Land Area** | $6.17 | **Sale Price:** | $269,000 |
| **Sale Date:** | 10/16/2020 | **Document Number:** | 58436 |
| **Grantor:** | Robert Odom | **Terms Of Sale:** | Cash |
| **Grantee:** | Kuelper Construction, Inc. | **Verification:** | MLS and County Records |

**Comments:** This comparable is located along Emerald Bay Road near the "Y" intersection in South Lake Tahoe. The comparable was purchased by a local construction company.

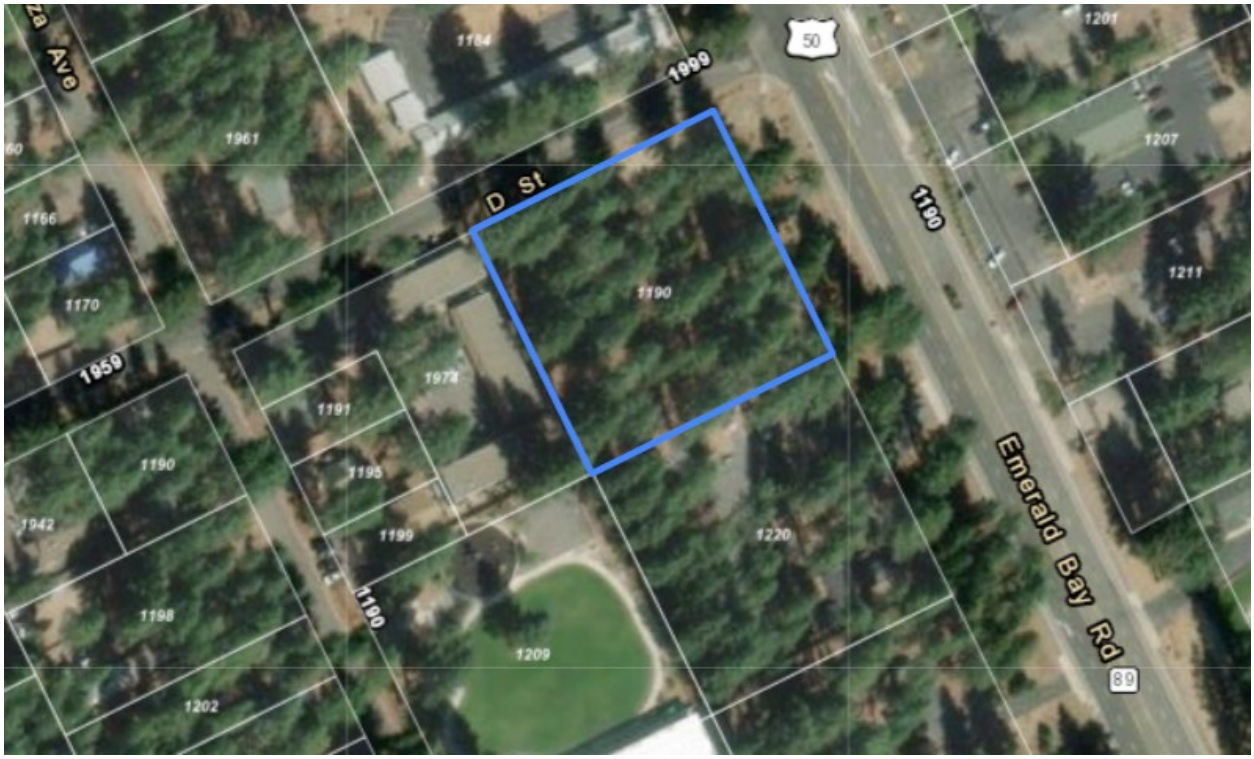
# COMPARABLE LAND SALE PROFILE SHEET
## Sale CLS-3




| | | | |
|---|---|---|---|
| **Property Address:** | 906 Emerald Bay Road | **City:** | South Lake Tahoe |
| **Property Location:** | NWC of Emerald Bay Road and 5th Street | **County:** | El Dorado |
| **A.P.N.:** | 023-182-028 | **State:** | California |
| **Topography:** | Level | **Legal Description:** | Portion of Sec 4, T 12 N, R 18E |
| **Total Land Area:** | 21,780±sf | **Zoning:** | Tahoe Valley Area Plan |
| **Available Land Coverage:** | 6,534±sf | **% of Land Coverage to Total Land Area:** | 30.0% |
| **TRPA Development Resources:** | None | **CFA to Land Area Ratio** | NA |
| **Sale Price Per SF of Land Area** | $10.56 | **Sale Price:** | $230,000 |
| **Sale Date:** | 10/26/2020 | **Document Number:** | 60597 |
| **Grantor:** | Tahoe Tallac Partner, LLC | **Terms Of Sale:** | Cash |
| **Grantee:** | Eric Barstad | **Verification:** | MLS and County Records |

**Comments:** The parcel was developed subsequent to the purchase with 6 detached residential units with attached garages. The developer intends to subdivide the residential units into condominiums for vacation home rentals. The project required a Major Design Review, which was submitted for approval subsequent to the sale.

## COMPARABLE LAND SALE PROFILE SHEET
## Sale CLS-4




| | | | |
|---|---|---|---|
| **Property Address:** | 1190 Emerald Bay Road | **City:** | South Lake Tahoe |
| **Property Location:** | SWC of D Street and Emerald Bay Road | **County:** | El Dorado |
| **A.P.N.:** | 032-151-001 | **State:** | California |
| **Topography:** | Level | **Legal Description:** | |
| **Total Land Area:** | 46,560±sf | **Zoning:** | Tahoe Valley Area Plan |
| **Available Land Coverage:** | 13,068±sf | **% of Land Coverage to Total Land Area:** | 30.0% |
| **TRPA Development Resources:** | None | **CFA to Land Area Ratio** | NA |
| **Sale Price Per SF of Land Area** | $9.87 | **Sale Price:** | $430,000 |
| **Sale Date:** | 3/2/2022 | **Document Number:** | 10079 |
| **Grantor:** | Turner Family Trust | **Terms Of Sale:** | Cash |
| **Grantee:** | Kelly Properties, Inc | **Verification:** | MLS and County Records |

**Comments:** This comparable includes a vacant parcel within the Tahoe Valley Area Plan along Emerald Bay Road.

**COMPARABLE LAND SALES DISCUSSION AND COMPARISON**
**Price Per square foot of land area**

Four comparables have been profiled and presented. The total sale prices range from $50,000 to $430,000. The sales range in price per square foot of land area from $4.59 to $9.87.

**Sale CLS-1** is the sale of a 10,890± square foot vacant site at the corner of Barton Avenue and Third Street in South Lake Tahoe. The comparable had 3,267± square feet of base allowable land coverage. The comparable had an irregular shape that would make standalone development of the parcel challenging. The parcel is located in Class 7 soils and within the Tahoe Valley Area Plan. The comparable sold for $50,000, which equates to a price per square foot of land area of $4.59.

In comparison to the subject property, upward adjustments are necessary for the comparable's older date of sale in 2019, since which time the market has appreciated, and the inferior shape of the comparable. On the other hand, a downward adjustment is made for the comparable's smaller land area. All else equal there is typically an inverse relationship between price per square foot and total land area. An additional downward adjustment is necessary for the comparable's greater land coverage to land area ratio.

Overall, CLS-1's sale price of $4.59 per square foot of land area is considered to be a slightly low indication of value for the subject property.

**Sale CLS-2** is the sale of a 43,600± square foot vacant site on the west side of Emerald Bay Road between D and F Streets in South Lake Tahoe. The comparable had 13,104± square feet of base allowable land coverage at the time of sale. The parcel is located in Class 7 soils and within the Bonanza plan area statement. The comparable sold for $269,000, which equates to a price per square foot of land area of $6.17.

In comparison to the subject property, upward adjustments are necessary for the comparable's date of sale in 2020, since which time the market has appreciated. An additional upward adjustment is made for the comparable's larger site size. All else equal, there is an inverse relationship between site size and price per square foot. On the other hand, downward adjustments are necessary for the comparable's superior highway frontage and the comparable's superior land coverage to land area ratio.

Overall, CLS-2's sale price of $6.17 per square foot of land area is considered to be a good indication of value for the subject property.

**Sale CLS-3** is the sale of a 21,780± square foot vacant site (at the time of sale) at the corner of 5th Street and Emerald Bay Road in South Lake Tahoe. The comparable had 6,534± square feet of base allowable land coverage at the time of sale. The parcel was developed subsequent to the sale. The parcel is located in Class 7 soils and within the Tahoe Valley Area Plan. The comparable sold for $230,000, which equates to a price per square foot of land area of $10.56.

In comparison to the subject property, an upward adjustment is made for the comparables date of sale in 2020. On the other hand, downward adjustments are necessary for the comparable's superior highway frontage and the comparable's superior land coverage to land area ratio.

Overall, CLS-3's sale price of $10.56 per square foot of land area is considered to be a high indication of value for the subject property.

**Sale CLS-4** is the sale of a 46,560± square foot vacant site at the corner of D Street and Emerald Bay Road in South Lake Tahoe. The comparable had 13,068± square feet of base allowable land coverage at the time of sale. The parcel is located in Class 7 soils and within the Tahoe Valley Area Plan. The comparable sold for $430,000, which equates to a price per square foot of land area of $9.87.

In comparison to the subject property, an upward adjustment is necessary for the comaprable's larger site size. On the other hand, downward adjustments are necessary for the comparable's superior highway frontage and the comparable's superior land coverage to land area ratio.

Overall, CLS-4's sale price of $9.87 per square foot of land area is considered to be a slightly high indication of value for the subject property.

**Summary and Final Reconciliation**

Overall, based on the comparable sales, and with consideration given to the subject's location, zoning, base allowable land coverage percentage, the existing park improvements and the existing deed restrictions, the comparable sales support a value of $6.00 to 8.00 per square foot of land area. Multiplying this range by the subject's land area of 25,003± square feet of land area results in an indicated value range of $150,018 to $200,024.

With consideration given to the positive and negative aspects of the subject property, the comparable sales identified, it is my opinion that the Market Value of the subject property, in its hypothetical as complete state, as of June 3, 2024, is $175,000.

**FINAL MARKET VALUE CONCLUSION** **$175,000**
(hypothetical as complete per plans, specifications and approvals)

## EXPOSURE TIME ANALYSIS

Exposure time is defined in the Uniform Standards of Professional Appraisal Practice as "The length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market."

In general, properties listed for sale at a price above market value will require an extended exposure time. Conversely, properties listed for sale at a price below market value will usually require a relatively short exposure time. Based on the speculative highest and best use of the subject property and the very limited pool of potential buyers who may be interested in the subject site, it is my opinion that a reasonable exposure time for this property is 12 to 24 months.

**EXPOSURE TIME** **12 to 24 Months**

## APPRAISER'S CERTIFICATION

Each of the undersigned does hereby certify that, unless otherwise noted in this appraisal report:

I have made a personal inspection of the property that is the subject of this report.

I have no present or contemplated future interest in the real estate that is the subject of this appraisal report.

I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.

I have provided professional valuation services within the three years prior to date of acceptance of this assignment.

To the best of my knowledge and belief, the statements of fact contained in this appraisal report, upon which the analysis, opinions and conclusions herein are based, are true and correct.

This report sets forth all the limiting conditions (imposed by the terms of my assignment or by the undersigned) affecting the analysis, opinions and conclusions contained in this report.

This appraisal report has been made in conformity and is subject to the requirements of the Code of Professional Ethics of the Appraisal Institute and the Uniform Standards of Professional Appraisal Practice of the Appraisal Foundation.

My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

My engagement in this assignment was not contingent upon developing or reporting predetermined results.

No one other than the undersigned prepared the analyses, conclusions and opinions concerning real estate that are set forth in this appraisal report.

The undersigned has not provided any professional valuation services in relation to the property that is subject of this appraisal within the three years prior to the issuance of this appraisal.

The Appraisal Institute conducts a mandatory program of continuing education for its designated members. As of the date of this report, Benjamin Q. Johnson has completed the requirements under the continuing education program of the Appraisal Institute.

The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

Respectfully Submitted,

Benjamin Q Johnson

Benjamin Q. Johnson, MAI
California Certified General Appraiser
License #AG043925

# STANDARD ASSUMPTIONS AND LIMITING CONDITIONS

The acceptance of this appraisal assignment and the completion of the appraisal report submitted herewith are contingent upon the following assumptions and limiting conditions.

## LIMITS OF LIABILITY

This report was prepared by Johnson Valuation Group, Ltd. All opinions, recommendations, and conclusions expressed during the course of this assignment are rendered by the staff of Johnson Valuation Group, Ltd., as employees, not as individuals. The liability of Johnson Valuation Group, Ltd. and its employees and associates is limited to the client only and to the fee actually received by the appraisal firm. There is no accountability, obligation, or liability to any third party. If the appraisal report is disseminated to anyone other than the client, the client shall make such party or parties aware of all limiting conditions and assumptions affecting the appraisal assignment. Neither the appraisers nor the appraisal firm is in any way to be responsible for any costs incurred to discover or correct any physical, financial and/or legal deficiencies of any type present in the subject property. In the case of limited partnerships or syndication offerings or stock offerings in real estate, the client agrees that in the event of a lawsuit brought by a lender, a partner or part owner in any form of ownership, a tenant or any other party, the client will hold the appraiser(s) and the appraisal firm completely harmless in such action with respect to any and all awards or settlements of any type in such lawsuits.

## COPIES, PUBLICATION, DISTRIBUTION AND USE OF REPORT

Possession of this report or any copy thereof does not carry with it the right of publication, nor may it be used for any purpose or any function other than its intended use, as stated in the body of the report. The appraisal fee represents compensation only for the analytical services provided by the appraiser(s). The appraisal report remains the property of the appraisal firm, though it may be used by the client in accord with these assumptions and limiting conditions.

This appraisal is to be used only in its entirety, and no part is to be used without the whole report. All conclusions and opinions concerning the analysis as set forth in the report were prepared by the appraiser(s) whose signature(s) appears on the appraisal report, unless it is indicated that one or more of the appraisers was acting as "Review Appraiser." No change of any item in the report shall be made by anyone other than the appraiser(s). The appraiser(s) and the appraisal firm shall bear no responsibility for any such unauthorized changes.

## CONFIDENTIALITY

Except as provided for subsequently, neither the appraiser(s) nor the appraisal firm may divulge the analyses, opinions or conclusions developed in the appraisal report, nor may they give a copy of the report to anyone other than the client or his designee as specified in writing. However, this condition does not apply to any requests made by the Appraisal Institute for purposes of confidential ethics enforcement. Also, this condition does not apply to any order or request issued by a court of law or any other body with the power of subpoena.

## INFORMATION SUPPLIED BY OTHERS

Information (including projections of income and expenses) provided by informed local sources, such as government agencies, financial institutions, Realtors, buyers, sellers, property owners, bookkeepers, accountants, attorneys, and others is assumed to be true, correct and

reliable. No responsibility for the accuracy of such information is assumed by the appraiser(s). Neither the appraiser(s) nor the appraisal firm is liable for any information or the work product provided by subcontractors. The client and others utilizing the appraisal report are advised that some of the individuals associated with Johnson Valuation Group, Ltd. are independent contractors and may sign the appraisal report in that capacity. The comparable data relied upon in this report has been confirmed with one or more parties familiar with the transaction or from affidavit or other sources thought reasonable. To the best of our judgment and knowledge, all such information is considered appropriate for inclusion. In some instances, an impractical and uneconomic expenditure of time would be required in attempting to furnish absolutely unimpeachable verification. The value conclusions set forth in the appraisal report are subject to the accuracy of said data. It is suggested that the client consider independent verification as a prerequisite to any transaction involving a sale, a lease or any other commitment of funds with respect to the subject property.

**TESTIMONY, CONSULTATION, COMPLETION OF CONTRACT FOR APPRAISAL SERVICE**

The contract for each appraisal, consultation or analytical service is fulfilled and the total fee is payable upon completion of the report. The appraisers(s) or those assisting in the preparation of the report will not be asked or required to give testimony in court or in any other hearing as a result of having prepared the appraisal, either in full or in part, except under separate and special arrangements at an additional fee. If testimony or a deposition is required, the client shall be responsible for any additional time, fees and charges, regardless of the issuing party. Neither the appraiser(s) nor those assisting in the preparation of the report is required to engage in post- appraisal consultation with the client or other third parties, except under a separate and special arrangement and at an additional fee.

**EXHIBITS AND PHYSICAL DESCRIPTIONS**

It is assumed that the improvements and the utilization of the land are within the boundaries of the property lines of the property described in the report and that there is no encroachment or trespass unless noted otherwise within the report. No survey of the property has been made by the appraiser(s) and no responsibility is assumed in connection with such matters. Any maps, plats, or drawings reproduced and included in the report are there to assist the reader in visualizing the property and are not necessarily drawn to scale. They should not be considered as surveys or relied upon for any other purpose, nor should they be removed from, reproduced or used apart from the report.

**TITLE, LEGAL DESCRIPTIONS, AND OTHER LEGAL MATTERS**

No responsibility is assumed by the appraiser(s) or the appraisal firm for matters legal in character or nature. No opinion is rendered as to the status of title to any property. The title is presumed to be good and merchantable. The property is appraised as if free and clear, unless otherwise stated in the appraisal report. The legal description, as furnished by the client, his designee or as derived by the appraiser(s), is assumed to be correct as reported. The appraisal is not to be construed as giving advice concerning liens, title status, or legal marketability of the subject property.

**ENGINEERING, STRUCTURAL, MECHANICAL, ARCHITECTURAL CONDITIONS**

This appraisal should not be construed as a report on the physical items that are a part of any property described in the appraisal report. Although the appraisal may contain information about these physical items (including their adequacy and/or condition), it should be clearly understood that this information is only to be used as a general guide for property valuation and not as a complete or detailed report on these physical items. The appraiser(s) is not a

construction, engineering, or architectural expert, and any opinion given on these matters in this report should be considered tentative in nature and is subject to modification upon receipt of additional information from appropriate experts. The client is advised to seek appropriate expert opinion before committing any funds to the property described in the appraisal report.

Any statement in the appraisal regarding the observed condition of the foundation, roof, exterior walls, interior walls, floors, heating system, plumbing, insulation, electrical service, all mechanicals, and all matters relating to construction is based on a casual inspection only. Unless otherwise noted in the appraisal report, no detailed inspection was made. For instance, the appraiser is not an expert on heating systems, and no attempt was made to inspect the interior of the furnace. The structures were not investigated for building code violations, and it is assumed that all buildings meet the applicable building code requirements unless stated otherwise in the report.

Such items as conditions behind walls, above ceilings, behind locked doors, under the floor, or under the ground are not exposed to casual view and, therefore, were not inspected, unless specifically so stated in the appraisal. The existence of insulation, if any is mentioned, was discovered through conversations with others and/or circumstantial evidence. Since it is not exposed to view, the accuracy of any statements regarding insulation cannot be guaranteed.

Because no detailed inspection was made, and because such knowledge goes beyond the scope of this appraisal, any comments on observed conditions given in this appraisal report should not be taken as a guarantee that a problem does not exist. Specifically, no guarantee is given as to the adequacy or condition of the foundation, roof, exterior walls, interior walls, floors, heating systems, air conditioning systems, plumbing, electrical service, insulation, or any other detailed construction matters. If any interested party is concerned about the existence, condition, or adequacy of any particular item, we would strongly suggest that a mechanical and/or structural inspection be made by a qualified and licensed contractor, a civil or structural engineer, an architect or other experts. This appraisal report is based on the assumption that there are no hidden, unapparent or apparent conditions on the property or improvements which would materially alter the value as reported. No responsibility is assumed for any such conditions or for any expertise or engineering to discover them. All mechanical components are assumed to be in operable condition and standard for the properties of the subject type. Conditions of heating, cooling, ventilating, electrical and plumbing equipment are considered to be commensurate with the condition of the balance of the improvements unless otherwise stated. No judgment is made in the appraisal as to the adequacy of insulation, the type of insulation, or the energy efficiency of the improvements or equipment which is assumed to be standard for the subject's age, type and condition.

**TOXIC MATERIALS AND HAZARDS**

Unless otherwise stated in the appraisal report, no attempt has been made to identify or report the presence of any potentially toxic materials and/or condition such as asbestos, urea formaldehyde foam insulation, PCBs, any form of toxic waste, polychlorinated biphenyl, pesticides, lead-based paints or soils or ground water contamination on any land or improvements described in the appraisal report. Before committing funds to any property, it is strongly advised that appropriate experts be employed to inspect both land and improvements for the existence of such potentially toxic materials and/or conditions. If any potentially toxic materials and/or conditions are present on the property, the value of the property may be adversely affected and a re-appraisal at an additional cost may be necessary to estimate the effects of such circumstances.

**SOILS, SUB-SOILS, AND POTENTIAL HAZARDS**

It is assumed that there are no hidden or unapparent conditions of the soils or sub-soil which would render the subject property more or less valuable than reported in the appraisal.

No engineering or percolation tests were made and no liability is assumed for soil conditions. Unless otherwise noted, the land and the soil in the area being appraised appeared to be firm, but no investigation has been made to determine whether or not any detrimental sub-soil conditions exist. Neither the appraiser(s) nor the appraisal firm is liable for any problems arising from soil conditions. These appraisers strongly advise that, before any funds are committed to a property, the advice of appropriate experts be sought.

If the appraiser(s) has not been supplied with a termite inspection report, survey or occupancy permit, no responsibility is assumed and no representation is made for any costs associated with obtaining same or for any deficiencies discovered before or after they are obtained.

Neither the appraiser(s) nor the appraisal firm assumes responsibility for any costs or for any consequences arising from the need or lack of need for flood hazard insurance. An Agent for the Federal Flood Insurance Program should be contacted to determine the actual need for flood hazard insurance.

**ARCHEOLOGICAL SIGNIFICANCE**

No investigation has been made by the appraiser and no information has been provided to the appraiser regarding potential archeological significance of the subject property or any portion thereof. This report assumes no portion of the subject property has archeological significance.

**LEGALITY OF USE**

This appraisal report assumes that there is full compliance with all applicable federal, state and local environmental regulations and laws, unless non-compliance is stated, defined and considered in the appraisal report. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a non-conformity has been stated, defined and considered in the appraisal report. It is assumed that all required licenses, consents, or other legislative or administrative authority from any local, state or national government, private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

**COMPONENT VALUES**

Any distribution of the total value between the land and improvements, between partial ownership interests or any other partition of total value applies only under the stated use. Moreover, separate allocations between components are not valid if this report is used in conjunction with any other analysis.

**COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT**

The Americans with Disabilities Act ("ADA") became effective January 26, 1992. It is assumed that the property is in direct compliance with the various detailed requirements of the ADA.

**AUXILIARY AND RELATED STUDIES**

No environmental or impact studies, special market studies or analyses, special highest and best use studies or feasibility studies have been requested or made by the appraiser(s) unless otherwise specified in an agreement for services and so stated in the appraisal report.

**DOLLAR VALUES AND PURCHASING POWER**

The estimated market value set forth in the appraisal report and any cost figures utilized are applicable only as of the date of valuation of the appraisal report. All dollar amounts are based on the purchasing power and price of the dollar as of the date of value estimates.

**ROUNDING**

Some figures presented in this report were generated using computer models that make calculations based on numbers carried out to three or more decimal places. In the interest of simplicity, most numbers have been rounded. Thus, these figures may be subject to small rounding errors.

**QUANTITATIVE ANALYSIS**

Although this analysis employs various mathematical calculations to provide value indications, the final estimate is subjective and may be influenced by our experience and other factors not specifically set forth in this report.

**VALUE CHANGE, DYNAMIC MARKET, ALTERATION OF ESTIMATE BY APPRAISER**

All values shown in the appraisal report are projections based on our analysis as of the date of valuation of the appraisal. These values may not be valid in other time periods or as conditions change. Projected mathematical models set forth in the appraisal are based on estimates and assumptions which are inherently subject to uncertainty and variations related to exposure, time, promotional effort, terms, motivation, and other conditions. The appraiser(s) does not represent these models as indicative of results that will actually be achieved. The value estimates consider the productivity and relative attractiveness of a property only as of the date of valuation set forth in the report.

In cases of appraisals involving the capitalization of income benefits, the estimate of market value, investment value or value in use is a reflection of such benefits and of the appraiser's interpretation of income, yields and other factors derived from general and specific client and market information. Such estimates are as of the date of valuation of the report, and are subject to change as market conditions change.

This appraisal is an estimate of value based on analysis of information known to us at the time the appraisal was made. The appraiser(s) does not assume any responsibility for incorrect analysis because of incorrect or incomplete information. If new information of significance comes to light, the value given in this report is subject to change without notice. The appraisal report itself and the value estimates set forth therein are subject to change if either the physical or legal entity or the terms of financing are different from what is set forth in the report.

**ECONOMIC AND SOCIAL TRENDS**

The appraiser assumes no responsibility for economic, physical or demographic factors which may affect or alter the opinions in this report if said economic, physical or demographic factors were not present as of the date of value of this appraisal. The appraiser is not obligated to predict future political, economic or social trends.

**EXCLUSIONS**

Furnishings, equipment, other personal property and value associated with a specific business operation are excluded from the value estimate set forth in the report unless otherwise indicated. Only the real estate is included in the value estimates set forth in the report unless otherwise stated.

**SUBSURFACE RIGHTS**

No opinion is expressed as to the value of subsurface oil, gas or mineral rights or whether the property is subject to surface entry for the exploration or removal of such materials, except as is expressly stated.

**PROPOSED IMPROVEMENTS, CONDITIONED VALUE**

It is assumed in the appraisal report that all proposed improvements and/or repairs, either on-site or off-site, are completed in an excellent workmanlike manner in accord with plans, specifications or other information supplied to these appraisers and set forth in the appraisal report, unless otherwise explicitly stated in the appraisal. In the case of proposed construction, the appraisal is subject to change upon inspection of the property after construction is completed. The estimate of market value is as of the date specified in the report. Unless otherwise stated, the assumption is made that all improvements and/or repairs have been completed according to the plans and that the property is operating at levels projected in the report.

**MANAGEMENT OF PROPERTY**

It is assumed that the property which is the subject of the appraisal report will be under typically prudent and competent management which is neither inefficient nor superefficient.

**FEE**

The fee for any appraisal report, consultation, feasibility or other study is for services rendered and, unless otherwise stated in the service agreement, is not solely based upon the time spent on any assignment.

**LEGAL EXPENSES**

Any legal expenses incurred in defending or representing ourselves concerning this assignment will be the responsibility of the client.

**CHANGES AND MODIFICATIONS**

The appraiser(s) reserves the right, at the cost of the client, to alter statements, analyses, conclusions, or any value estimates in the appraisal if any new facts pertinent to the appraisal process are discovered which were unknown on the date of valuation of this report.

**DISSEMINATION OF MATERIAL**

Neither all nor any part of the contents of this report shall be disseminated to the general public through advertising or sales media, public relations media, new media or other public means of communication without the prior written consent and approval of the appraiser(s).

**The acceptance and/or use of the Appraisal Report by the client or any third party constitutes acceptance of the Assumptions and Limiting Conditions set forth in the preceding paragraphs. The appraiser's liability extends only to the specified client, not to subsequent parties or users. The appraiser's liability is limited to the amount of the fee received for the services rendered.**

## QUALIFICATIONS OF APPRAISER
## BENJAMIN Q. JOHNSON

**Professional Designations**

MAI – Designated Member of the Appraisal Institute

**State Licensing and Certification**

Certified General Appraiser – State of California
License Number AG043925
(Certified through April 29, 2026)

Certified General Appraiser – State of Nevada
License Number A.0205542-CG
(Certified through November 30, 2024)

**Professional Experience**

| | |
|---|---|
| Johnson Valuation Group, Ltd. | 2015 to Present |
| Partner | |
| Johnson-Perkins & Associates, Inc. | |
| Principal Appraiser | 2009 to 2015 |
| Senior Appraiser | 2008 to 2009 |
| Intern Appraiser | 2006 to 2008 |
| Research Assistant | 2005 to 2006 |
| General Electric | 2002-2004 |
| Finance Intern | (Summers Only) |

**Formal Education**

| | |
|---|---|
| Santa Clara University – Santa Clara, CA | 2005 |
| Bachelor of Science in Commerce; Major in Economics | |

## QUALIFICATIONS OF BENJAMIN Q. JOHNSON, (CONTINUED)

**Qualified as an Expert Witness**

Nevada State District Courts
California Superior Courts
Federal Courts

**Offices Held and Appointments**

| | |
|---|---|
| Tahoe-Douglas Fire Protection District - Trustee | 2023 to present |
| Nevada State Board of Equalization –Board Member (Appointed in 2012 and Reappointed in 2016 by Governor Brian Sandoval) | 2012 to 2022 |
| Tahoe Regional Planning Agency | |
| Land Use Commodities Market Steering Committee | 2014 |
| Appraisal Institute | |
| Reno-Carson-Tahoe Chapter | |
| Director | 2011 |
| Secretary | 2012 |
| Vice-President | 2013 |
| President | 2014 |
| Treasurer | 2015 |
| Chair of Candidate Guidance Committee | 2013 to 2015 |
| Nevada Chapter | |
| Northern Nevada Branch Chapter -Vice Chair | 2017 |
| Northern Nevada Branch Chapter – Chair | 2018 |
| Region 1 | |
| Nominating Committee | 2015 to 2016 |
| Eagle Scout Board of Review, Board Member | 2016 to Present |

**Association Memberships and Affiliations**

| | |
|---|---|
| Leadership Development and Advisory Council (LDAC) | 2010 |
| Executives Association of Reno (EAR) | 2009 to 2012 |
| Tahoe Regional Young Professionals (TRYP) | 2015 to 2016 |

# Ski Run Park

## DRAFT Construction Documents

**April 6, 2022**

1195 SKI RUN BOULEVARD,
SOUTH LAKE TAHOE, CA
APN 027-161-030-000

### Sheet Index


| Sheet No. | Sheet Title | Jan. 17, 2022 | March 30, 2022 | April 8, 2022 |
|---|---|---|---|---|
| L1-1 | Site Materials Plan | • | • | • |
| L2-1 | Site Details | • | • | • |
| L2-2 | Site Details | • | • | • |
| L2-3 | Site Details | • | • | • |
| L2-4 | Site Details | • | • | • |
| L2-5 | Site Details | • | • | • |
| L3-1 | Grading Plan | | | • |
| L4-1 | Coverage Plan | | | • |


### Project Description

Once the location of the Slalom Inn, a fenced empty lot at the corner of Willow Avenue and Ski Run Boulevard will soon be a neighborhood pocket park thanks to the generous donation to the Friends of Ski Run.

The Safeway Corporation bought the aging Slalom Inn to use its associated development rights in 1999 when they built the new South Lake Tahoe Safeway at Johnson and Lake Tahoe Boulevards (the existing Safeway was smaller and located near where the current gas station is located). They then tore down the motel and the .57 acre corner lot has remained vacant since then.

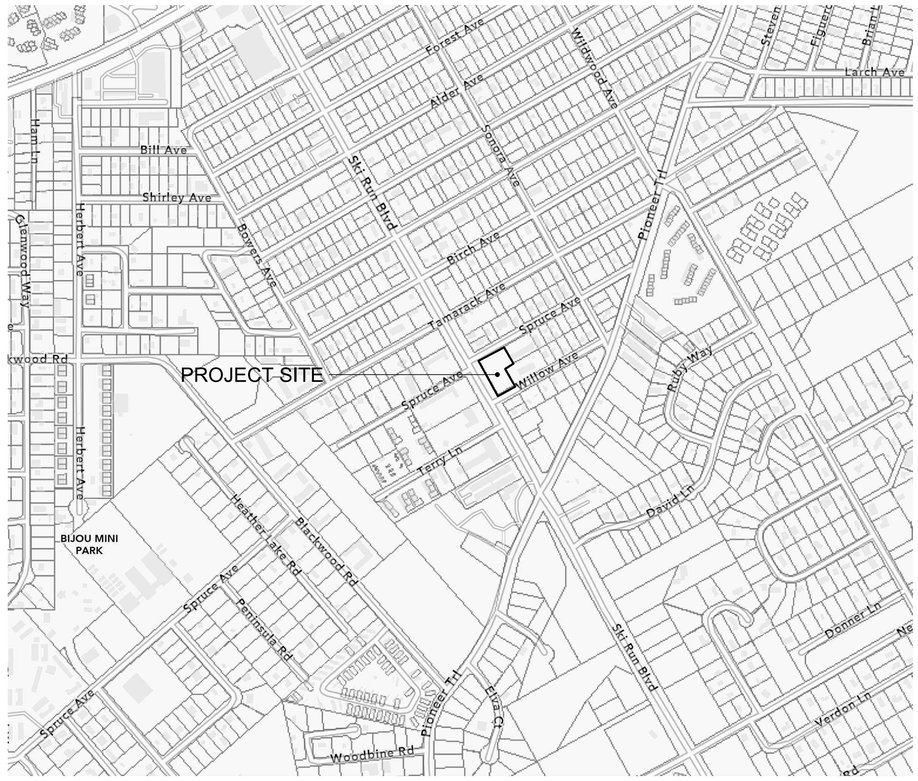
The parcel is subject to deed restrictions that it be "restored and maintained in as natural a state as possible" and that prohibit the transfer back of commercial floor area to the parcel, such that it has limited potential uses and is a good candidate for park use.

Three families make up The Friends of Ski Run, and they closed escrow on the parcel Friday, June 11 under their newly created entity called Ski Run Park LLC. They are now donating the property to the City of South Lake Tahoe for use as a community park. The property donation was made possible by Wynn and Lauren Ruji, Lincoln and Galena Else, Chris and Victoria McNamara, and Corey and Marina Rich. They have been diligently advocating for this project for six years as they recognized the need for a gathering place for the neighborhood.

On June 15, 2021, the South Lake Tahoe City Council accepted the donation. Creating a park will support the City Council's strategic priority of developing "a park or community garden in every neighborhood". The two parties have negotiated a Memorandum of Understanding (MOU) to set forth their mutual objectives and responsibilities with respect to the proposed Ski Run Park.

Parcel Size: .57 Acres
Exsting Zoning District: Tourist Core Area Plan - Tourist Center Mixed Use Corridor (TSC-MUC)



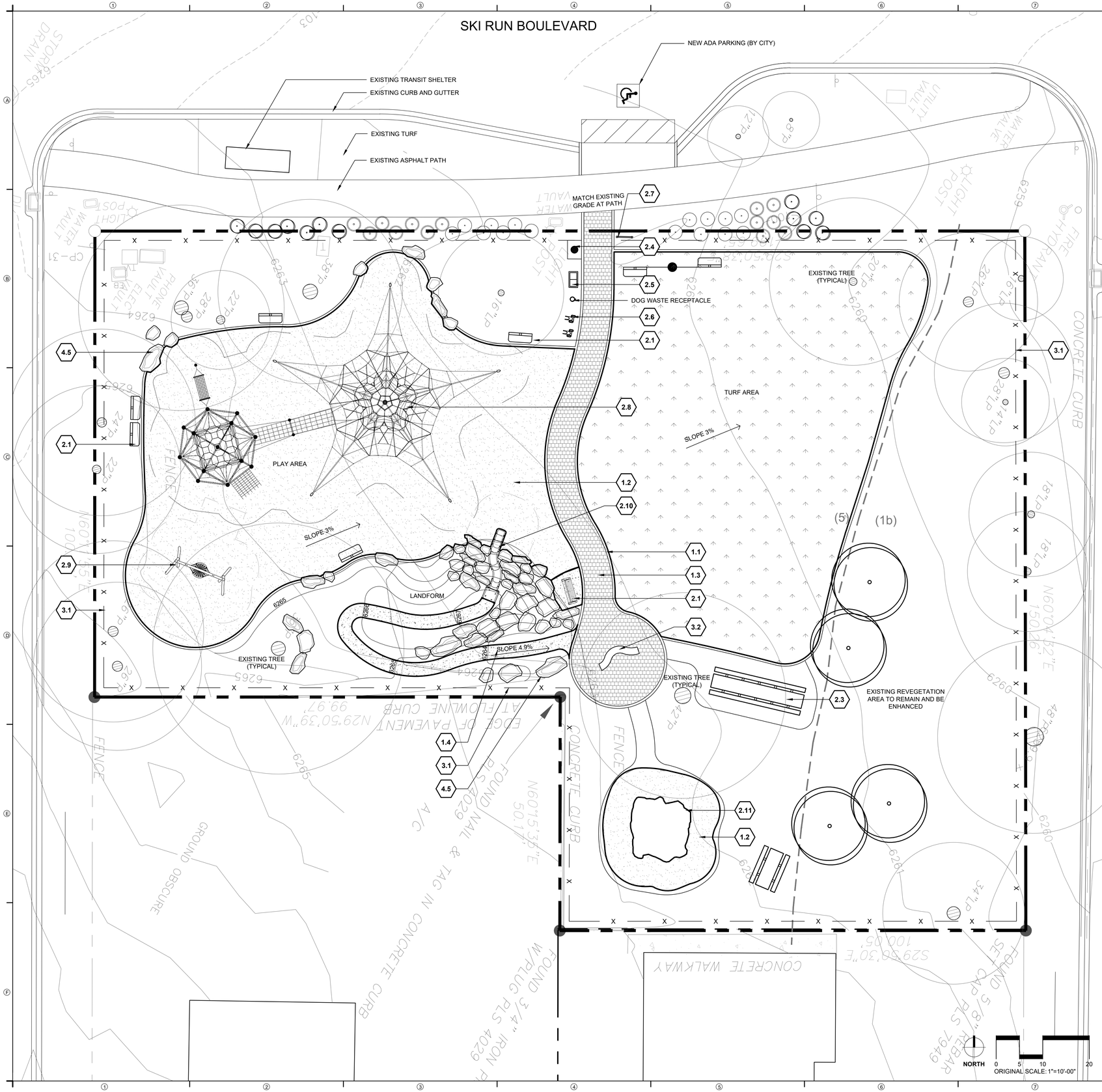





**OWNER**
**SKIRUNPARK LLC**
1111 Ski Run Blvd.
South Lake Tahoe, CA
96150
Phone: 530-545-0424

**LANDSCAPE ARCHITECT:**
**DESIGN**WORKSHOP
Ben Fish
PO Box 5666
128 Market Street, Suite 3E
Stateline, NV 89449-5666

**Contractor:**
Sierra Sustainable Builders
PO Box 17514
South Lake Tahoe, CA
96151




## PLANT LIST

| BOTANICAL NAME | COMMON NAME | SHEET QTY. | SIZE |
|---|---|---|---|
| Populus tremuloides | Quaking Aspen | 4 | 2" Caliper |
| Achillea millefolium | Yarrow | 12 | 5 Gallon |
| Penstemon strictus | Penstemon | 13 | 5 Gallon |
| Leucanthemum x superbum | Shasta Daisy | 15 | 5 Gallon |

NOTE: Revegetation for all disturbed areas, Sierra Wildflower Mix by Comstock Seed

## SYMBOL LEGEND

| MATERIAL | QUANTITY |
|---|---|
| Concrete Paving | 298 sf |
| Engineered Wood Fiber Surface | 5,466 sf |
| Lawn | 4,900 sf |
| Permeable Pavers | 845 sf |
| CIP Concrete Band | 670 lf |

## SITE KEYNOTES:

| | | DETAIL / SHEET |
|---|---|---|
| **1.0** | **PAVEMENTS** | |
| 1.1 | CIP Concrete Band | 1 / L2.1 |
| 1.2 | Engineered Wood Fiber Surface | 2 / L2.1 |
| 1.3 | Permeable Pavers | 3 / L2.1 |
| 1.4 | Concrete Paving | 4 / L2.1 |
| **2.0** | **SITE FURNISHINGS & PLAY EQUIPMENT** | |
| 2.1 | Bench | 5 / L2.1 |
| 2.2 | Picnic Table | 6 / L2.1 |
| 2.3 | Community Table | 7 / L2.1 |
| 2.4 | Drinking Fountain | 8 / L2.1 |
| 2.5 | Recycling and Trash Receptacle | 1 / L2.2 |
| 2.6 | Bike Rack | 2 / L2.2 |
| 2.7 | Park Sign | 3 / L2.3 |
| 2.8 | Iconic Play Structure | 3 / L2.2 |
| 2.9 | Bird's Nest Swing | 4 / L2.2 |
| 2.10 | Hillside Slide | 5 / L2.2 |
| 2.11 | Climbing Boulder | 1 / L2.3 |
| **3.0** | **MISCELLANEOUS SITE ELEMENTS** | |
| 3.1 | Fence | 2 / L2.3 |
| 3.2 | Mural Wall | 4 / L2.3 |
| 3.3 | Chairlift Bench | 5 / L2.3 |
| **4.0** | **PLANTING AND LANDSCAPE** | |
| 4.1 | Deciduous Tree Planting | 1 / L2.3 |
| 4.2 | Perrennial Planting | 2 / L2.3 |
| 4.3 | Groundcover | 3 / L2.3 |
| 4.4 | Turf | 4 / L2.3 |
| 4.5 | Landscape Boulder | 4 / L2.3 |

## REVEGETATION NOTES

1. All areas disturbed by construction activities shall be revegetated if not shown improved with another material. Additional revegetation may be required beyond what is shown on plans.

2. A minimum of two inches (2") of topsoil shall be placed on all disturbed areas. Topsoil shall include all of the organic-rich layer of soil immediately under the duff layer. Topsoil shall be stored with minimal handling and no compaction, and it should not be mixed with spoil material.

3. Disturbed areas that are compacted or have experienced heavy vehicle and equipment use shall be plowed with a ripper or other deep tillage implement where feasible to a depth of 6"-12". Soil may be loosened with a backhoe bucket equipped with cutting teeth if loosening is done such that clods remain and soil is not pulverized or inverted. Following soil loosening, all further equipment traffic shall be eliminated from the planting area.

4. Areas should be irrigated by a low-flow irrigation system approximately once every three (3) weeks. The goal for all revegetated areas is to minimize irrigation needs and discontinue the need for irrigation after a maximum of three (3) growing seasons.

5. Following seeding and planting, all revegetation areas shall be mulched with pine needles. Pine needles shall be applied evenly to the entire area to a depth of one inch (1") if applied by blower or two inches (2") if applied by hand.

6. Revegetation seed mix shall be the "Sierra Wildflower Blend" by Comstock Seed.

## FERTILIZER AND IRRIGATION MANAGEMENT

1. Landscape maintenance and management shall be consistent with Chapter 12 of the TRPA Home Landscaping Guide for Lake Tahoe and Vicinity.

2. Drip irrigation to establish all perennials, shrubs, and trees will be required for an establishment period of 3 years, after which the irrigation can be removed at the owner's discretion. Apply ½" of water per day only on weekdays during the growing season during the morning hours of the day, no later than 10am.

3. Use phosphorus free slow release fertilizer only for all perennial and shrub areas. Use phosphorus free fertilizer such as SummerSet 10-0-3 or approved equal at a rate 1/2 to 3/4 pounds per 1000 sf during each application.

4. For tree fertilization use "Jobe's Tree Stakes" or approved equal which are specially formulated to maintain good tree health. Fertilizer shall not be spread over existing vegetation or outside the limit of disturbance.

5. Fertilizer shall be applied twice per year; once during early June or late May depending on weather when plants have come out of dormancy, and once late in late September or early October depending on weather, but before the first frost. Avoid using weedkiller / fertilizer combinations that can damage trees and shrubs.

6. All proposed shrubs, perennials, and trees are native or adaptive native plants to the Tahoe Basin as outlined in on Table 1 of the TRPA Home Landscaping Guide. Therefore these plants will require very little fertilizer long term to sustain their health. The plants will require regular fertilizer applications during their establishment period (3 years).

## IRRIGATION NOTES

1. Contractor to provide exact layout of laterals, emitters and spray heads for a design build irrigation system as approved. Drip irrigation shall be installed to establish all perennials, shrubs, and trees will be required.

2. Contractor shall install all equipment necessary for the irrigation system including backflow preventer, wiring, and irrigation controller. Field verify pressure upstream side of the backflow preventer prior to ordering materials or starting any installation and notify owner's representative of the static pressure.

**DESIGN**WORKSHOP
Landscape Architecture • Land Planning
Urban Design • Tourism Planning
PO Box 5666
128 Market Street
Suite 3E
Stateline, Nevada 89449
(775) 588-5929
WWW.DESIGNWORKSHOP.COM

# Ski Run Park
## 1195 Ski Run Blvd.
## City of South Lake Tahoe, CA

ISSUE DATE: April 6, 2022

REVISIONS

| # | DATE | DESCRIPTION |
|---|---|---|

DRAWN: REVIEWED:

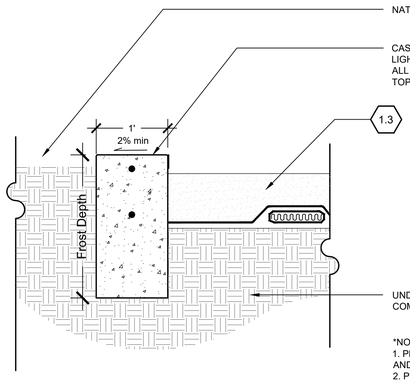
Construction Documents
(Not for Construction)

PROJECT NUMBER: Pro Bono

Landscape Materials, Planting

SHEET NUMBER
**L1-1**

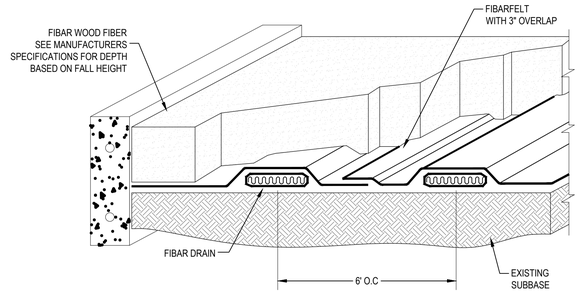
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## 1 CIP Concrete Band

1" = 1'-00"

1.1




NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS, FOR ILLUSTRATION PURPOSES ONLY.
3. THE FIBAR SYSTEM IS PROTECTED BY US PATENTS 4679963, 5026207, 5076726 AND PATENTS PENDING.
4. AWARD CONTRACTORS MUST OBTAIN A LICENSE FROM FIBAR, INC. PRIOR TO CONSTRUCTION.
5. FIBARMAT WEAR MATS MUST BE INSTALLED UNDER ALL SWINGS, TIRE SWINGS & SLIDE EXITS TO PRESERVE WARRANTY. SEE 312-002.
6. CONTRACTORS NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 312-005.

## 2 Engineered Wood Fibar

1/2" = 1'-00"

1.2

## SITE KEYNOTES:

DETAIL / SHEET

**1.0 PAVEMENTS**

| | | |
|---|---|---|
| 1.1 | CIP Concrete Band | 1 / L2.1 |
| 1.2 | Engineered Wood Fiber Surface | 2 / L2.1 |
| 1.3 | Permeable Pavers | 3 / L2.1 |
| 1.4 | Concrete Paving | 4 / L2.1 |

**2.0 SITE FURNISHINGS & PLAY EQUIPMENT**

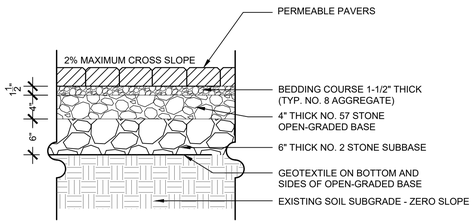
| | | |
|---|---|---|
| 2.1 | Bench | 5 / L2.1 |
| 2.2 | Picnic Table | 6 / L2.1 |
| 2.3 | Community Table | 7 / L2.1 |
| 2.4 | Drinking Fountain | 8 / L2.1 |
| 2.5 | Recycling and Trash Receptacle | 1 / L2.2 |
| 2.6 | Bike Rack | 2 / L2.2 |
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| 2.10 | Hillside Slide | 5 / L2.2 |
| 2.11 | Climbing Boulder | 1 / L2.3 |

**3.0 MISCELLANEOUS SITE ELEMENTS**

| | | |
|---|---|---|
| 3.1 | Fence | 2 / L2.3 |
| 3.2 | Mural Wall | 4 / L2.3 |
| 3.3 | Chairlift Bench | 5 / L2.3 |

**4.0 PLANTING AND LANDSCAPE**

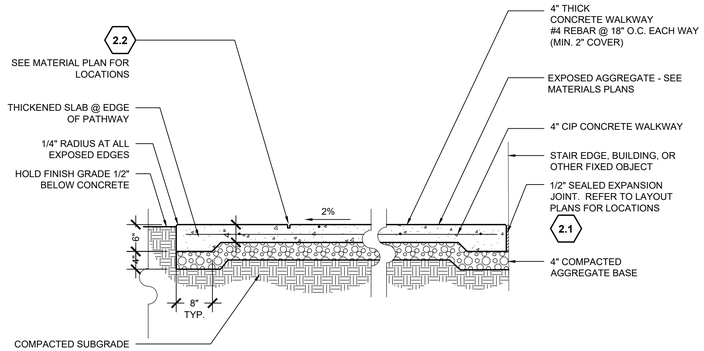
| | | |
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| 4.3 | Groundcover | 3 / L2.3 |
| 4.4 | Turf | 4 / L2.3 |
| 4.5 | Landscape Boulder | 4 / L2.3 |




## 3 Permeable Pavers

1" = 1'-00"

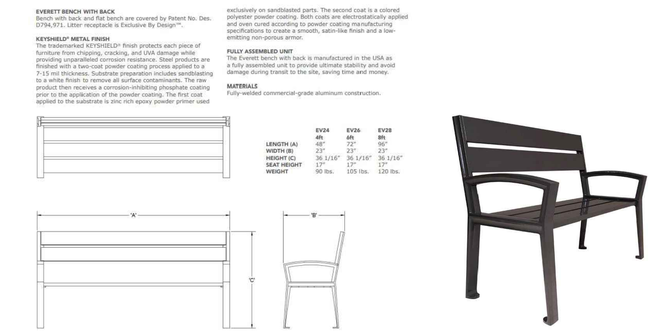
1.3




## 4 Concrete Paving

3/4" = 1'-00"

1.4




MODEL: EVERETT
COLOR: POWDERCOAT GLOSS BLACK
MANUFACTURER: KEYSTONE DESIGNS

## 5 Bench

N.T.S.

2.1

CUSTOM BUILD

## 6 Picnic Table

1" = 1'-00"

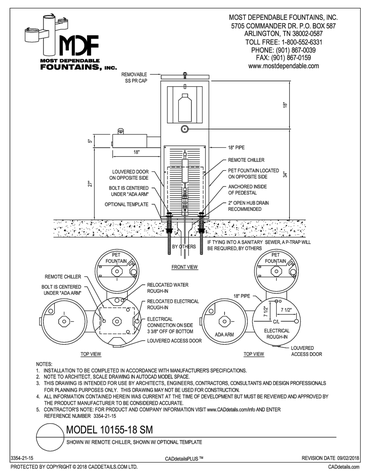
2.2

CUSTOM BUILD

## 7 Community Table

1" = 1'-00"

2.3




## 8 Drinking Fountain

1" = 1'-00"

2.4

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# Ski Run Park

## 1195 Ski Run Blvd.
## City of South Lake Tahoe, CA

ISSUE DATE: April 6, 2022

REVISIONS

| # | DATE | DESCRIPTION |
|---|---|---|

DRAWN: _____ REVIEWED: _____

Construction Documents
(Not for Construction)

PROJECT NUMBER: Pro Bono

Landscape Details

SHEET NUMBER

**L2-1**

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Apr 07, 2022 - 4:20pm
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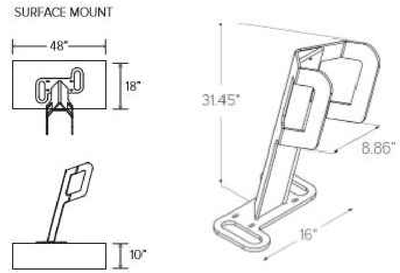



NOTE: MODEL: HA SERIES DOUBLE TRASH/RECYCLING ENCLOSURE HA2-PX
MANUFACTURER: BEARSAVER

## 1 Recycling and Trash Receptacle

2.5

N.T.S.

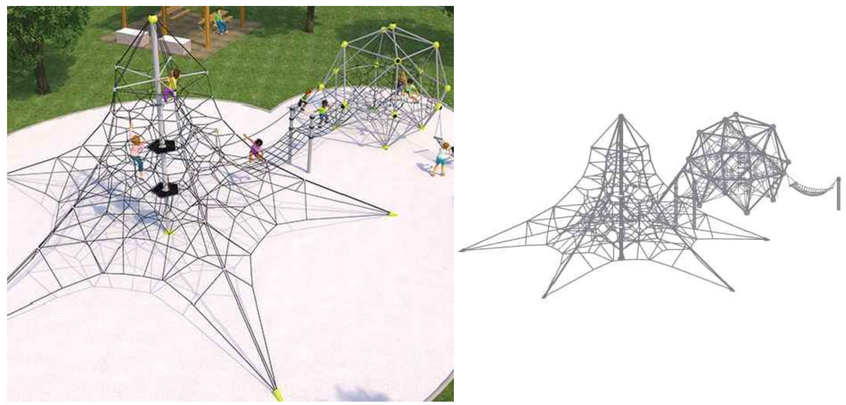



MODEL: CYCLE DOCK
COLOR: POWDERCOAT BLACK
MANUFACTURER: DERO

## 2 Bike Rack

2.6

N.T.S.



MODEL: PENTAGODE XL WITH SPACEBALL
MANUFACTURER: BERLINER

## 3 Iconic Play Structure

2.8

N.T.S.

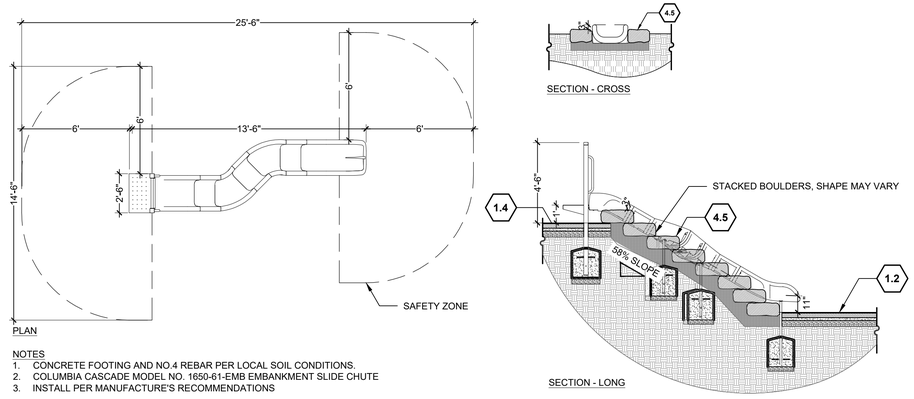


MODEL: BIRDS NEST SWING
MANUFACTURER: KOMPAN

## 4 Swing

2.9

N.T.S.




NOTES
1. CONCRETE FOOTING AND NO.4 REBAR PER LOCAL SOIL CONDITIONS.
2. COLUMBIA CASCADE MODEL NO. 1650-61-EMB EMBANKMENT SLIDE CHUTE
3. INSTALL PER MANUFACTURE'S RECOMMENDATIONS

## 5 Hillslide

2.10

1/8" = 1'-00"

## SITE KEYNOTES:

| | | DETAIL / SHEET |
|---|---|---|
| **1.0** | **PAVEMENTS** | |
| 1.1 | CIP Concrete Band | 1 / L2.1 |
| 1.2 | Engineered Wood Fiber Surface | 2 / L2.1 |
| 1.3 | Permeable Pavers | 3 / L2.1 |
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| 2.9 | Bird's Nest Swing | 4 / L2.2 |
| 2.10 | Hillside Slide | 5 / L2.2 |
| 2.11 | Climbing Boulder | 1 / L2.3 |
| **3.0** | **MISCELLANEOUS SITE ELEMENTS** | |
| 3.1 | Fence | 2 / L2.3 |
| 3.2 | Mural Wall | 4 / L2.3 |
| 3.3 | Chairlift Bench | 5 / L2.3 |
| **4.0** | **PLANTING AND LANDSCAPE** | |
| 4.1 | Deciduous Tree Planting | 1 / L2.3 |
| 4.2 | Perrennial Planting | 2 / L2.3 |
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| 4.4 | Turf | 4 / L2.3 |
| 4.5 | Landscape Boulder | 4 / L2.3 |

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# Ski Run Park
## 1195 Ski Run Blvd.
## City of South Lake Tahoe, CA

ISSUE DATE: April 6, 2022

REVISIONS

| # | DATE | DESCRIPTION |
|---|---|---|

DRAWN: REVIEWED:

Construction Documents
(Not for Construction)

PROJECT NUMBER: Pro Bono

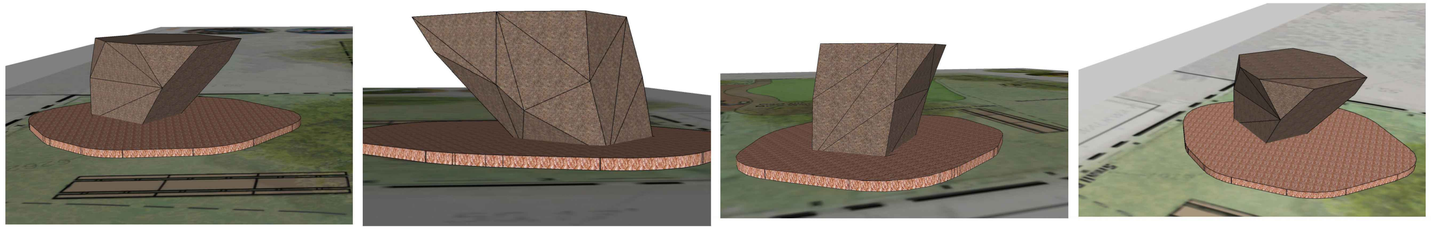
Landscape Details

SHEET NUMBER
**L2-2**

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DESIGN / LAYOUT

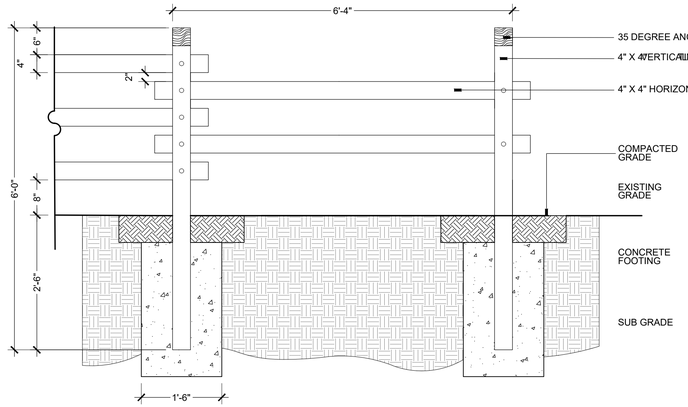
ENTRE PRISES Climbing Walls

NOTE: CUSTOM BOULDER BY ENTRE PRISES CLIMBING WALLS

## 1 Climbing Boulder

N.T.S.

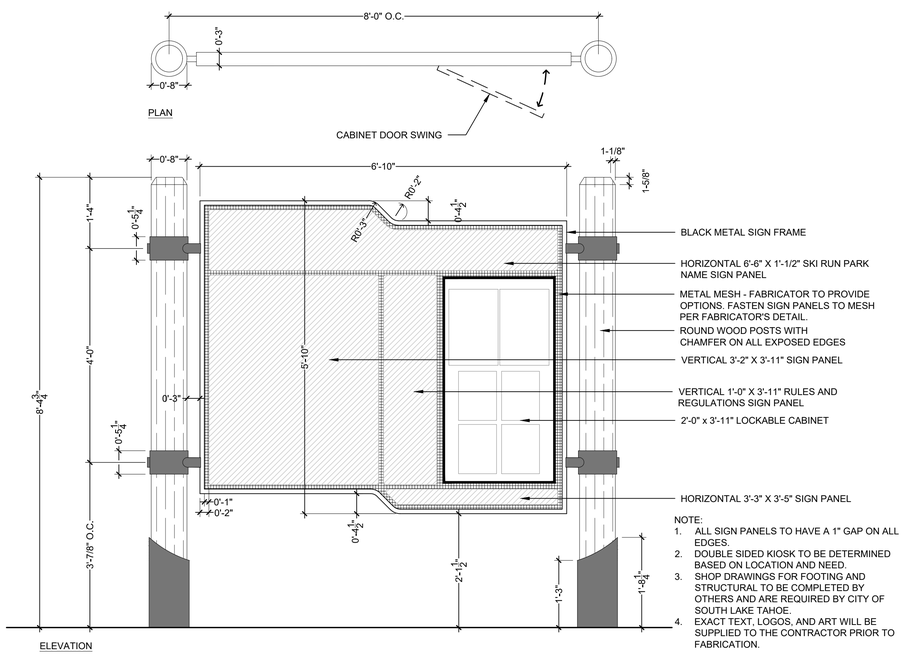
2.11




## 2 Fence

1" = 1'-00"

3.1




NOTE:
1. ALL SIGN PANELS TO HAVE A 1" GAP ON ALL EDGES.
2. DOUBLE SIDED KIOSK TO BE DETERMINED BASED ON LOCATION AND NEED.
3. SHOP DRAWINGS FOR FOOTING AND STRUCTURAL TO BE COMPLETED BY OTHERS AND ARE REQUIRED BY CITY OF SOUTH LAKE TAHOE.
4. EXACT TEXT, LOGOS, AND ART WILL BE SUPPLIED TO THE CONTRACTOR PRIOR TO FABRICATION.

## 3 Park Sign

N.T.S.

2.7

CUSTOM BUILD

## 4 Mural Wall

N.T.S.

3.2

CUSTOM BUILD

## 5 Chairlift Bench

N.T.S.

3.3

## SITE KEYNOTES:

| | | DETAIL / SHEET |
|---|---|---|
| **1.0** | **PAVEMENTS** | |
| 1.1 | CIP Concrete Band | 1 / L2.1 |
| 1.2 | Engineered Wood Fiber Surface | 2 / L2.1 |
| 1.3 | Permeable Pavers | 3 / L2.1 |
| 1.4 | Concrete Paving | 4 / L2.1 |
| **2.0** | **SITE FURNISHINGS & PLAY EQUIPMENT** | |
| 2.1 | Bench | 5 / L2.1 |
| 2.2 | Picnic Table | 6 / L2.1 |
| 2.3 | Community Table | 7 / L2.1 |
| 2.4 | Drinking Fountain | 8 / L2.1 |
| 2.5 | Recycling and Trash Receptacle | 1 / L2.2 |
| 2.6 | Bike Rack | 2 / L2.2 |
| 2.7 | Park Sign | 3 / L2.3 |
| 2.8 | Iconic Play Structure | 3 / L2.2 |
| 2.9 | Bird's Nest Swing | 4 / L2.2 |
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| **3.0** | **MISCELLANEOUS SITE ELEMENTS** | |
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| **4.0** | **PLANTING AND LANDSCAPE** | |
| 4.1 | Deciduous Tree Planting | 1 / L2.3 |
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# Ski Run Park

1195 Ski Run Blvd.
City of South Lake Tahoe, CA

ISSUE DATE: April 6, 2022

REVISIONS

| # | DATE | DESCRIPTION |
|---|---|---|

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Construction Documents
(Not for Construction)

PROJECT NUMBER: Pro Bono

Landscape Details

SHEET NUMBER

L2-3

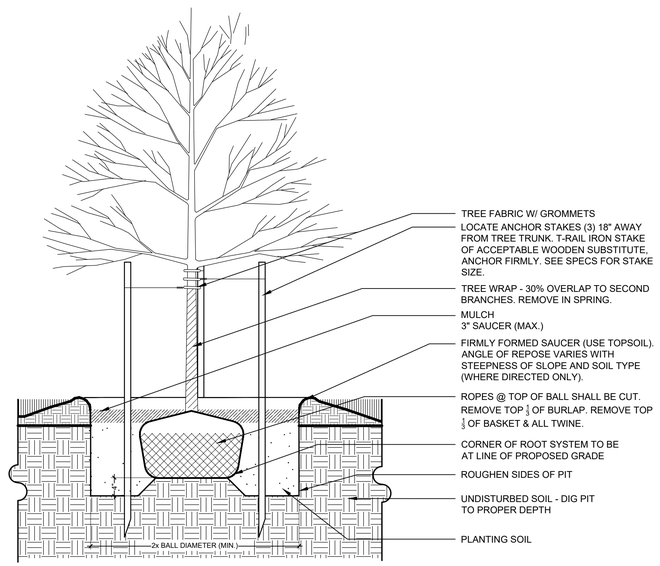
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## SITE KEYNOTES:

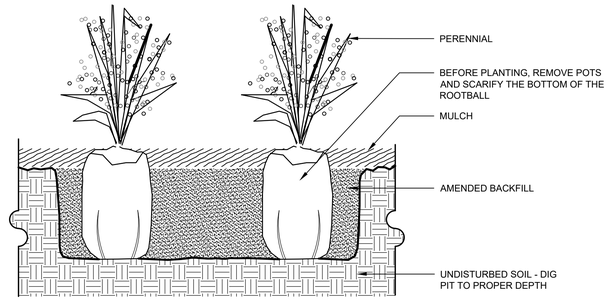
| | | DETAIL / SHEET |
|---|---|---|
| **1.0** | **PAVEMENTS** | |
| 1.1 | CIP Concrete Band | 1 / L2.1 |
| 1.2 | Engineered Wood Fiber Surface | 2 / L2.1 |
| 1.3 | Permeable Pavers | 3 / L2.1 |
| 1.4 | Concrete Paving | 4 / L2.1 |
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| 4.4 | Turf | 4 / L2.3 |
| 4.5 | Landscape Boulder | 4 / L2.3 |




## 1 Deciduous Tree Planting

3/4" = 1'-00"

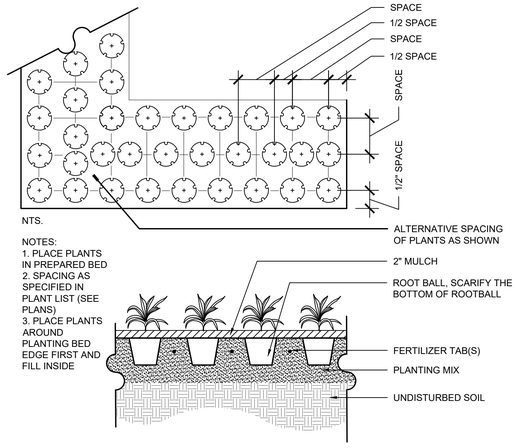
4.1




## 2 Perrennial Planting

N.T.S.

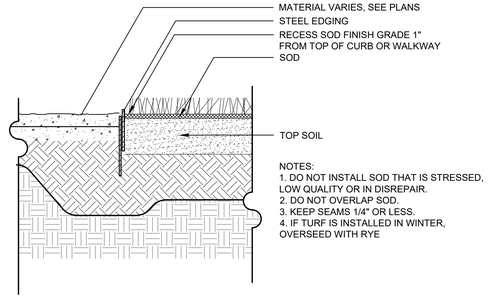
4.2




## 3 Groundcover

N.T.S.

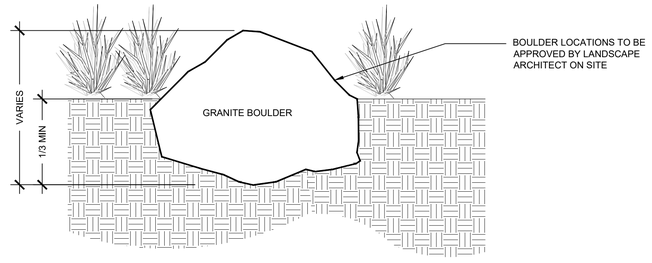
4.3




## 4 Turf

N.T.S.

4.4




## 5 Landscape Boulder

N.T.S.

4.5


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# Ski Run Park

## 1195 Ski Run Blvd.
## City of South Lake Tahoe, CA

ISSUE DATE: April 6, 2022

REVISIONS

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Landscape Details

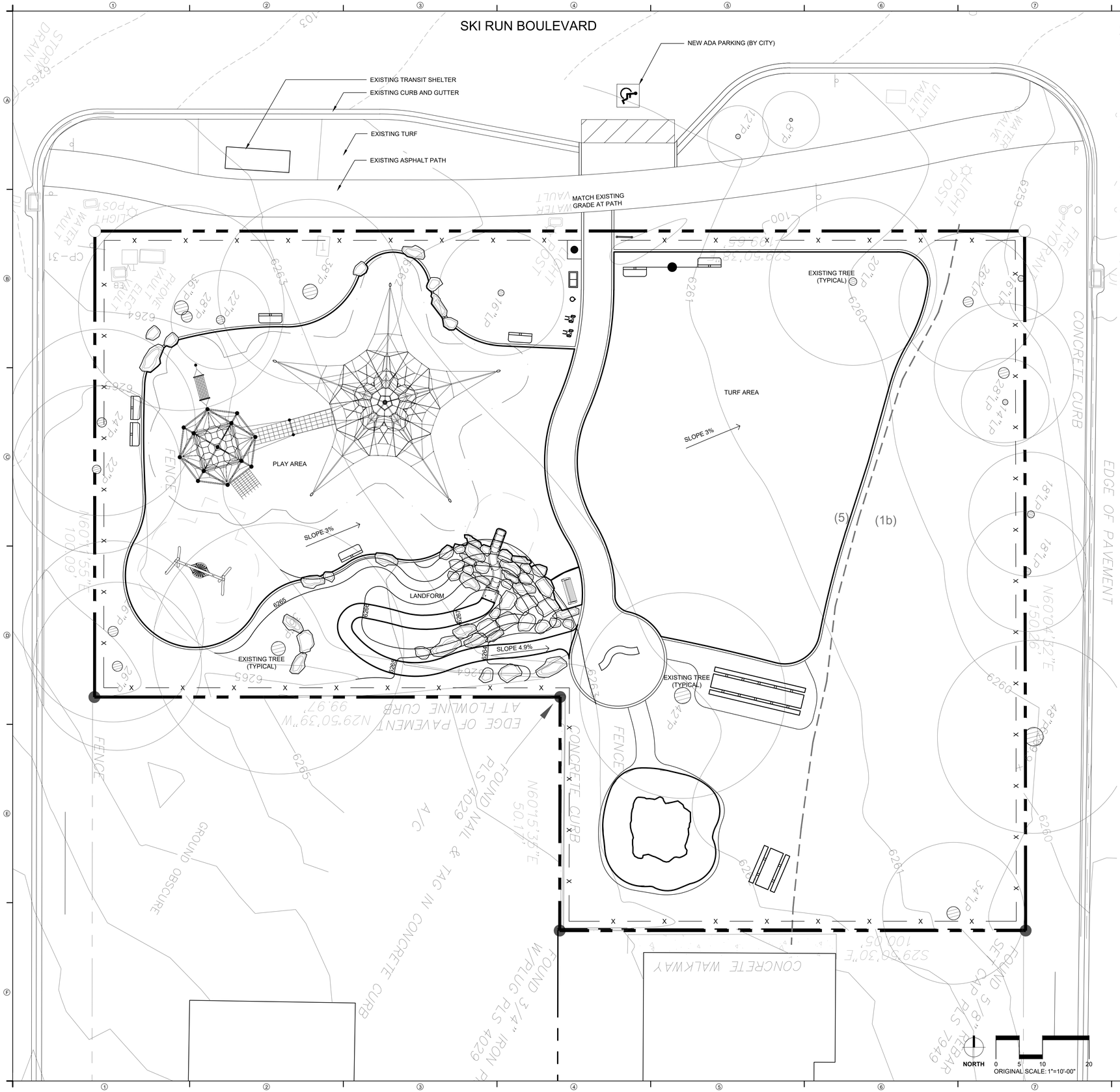
SHEET NUMBER

**L2-4**

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## GENERAL NOTES

1. Insight Land Surveying prepared the survey for this project. It has been reformatted for use in and for preparation of these documents. All discrepancies should be brought to the attention of the Landscape Architect for immediate resolution. Landscape Architect is not responsible for errors or omissions associated with preparation or documentation of survey.
2. Contractor will determining means and methods for construction. These drawings may indicate a limit of proposed improvements, limits of site demolition, etc. for delineation of expected extents of disturbance, however, final impact shall be determined in the field. Should limits of disturbance exceed boundaries defined in drawings, Contractor shall contact Landscape Architect for resolution.
3. Contractor is responsible for repairing all work disturbed by construction outside of limit lines defined on drawings or through his/her means and methods and General Conditions to a condition acceptable to the owner at no additional cost.
4. Contractor is responsible for protecting all existing conditions, improvements, utilities, etc. to remain. Any damages shall be repaired to a condition acceptable to the owner at no additional cost.
5. Contact the local underground utility service locator for utility locates and identification prior to commencing work and maintain in field throughout construction unless indicated or directed otherwise.
6. Verify plant protection, BMPs, existing improvement to remain, and Contractor site control measures are in place prior to commencing with construction. Do not proceed with construction if not in compliance and maintained throughout.
7. No work shall commence until all necessary permits have been obtained from the City and other appropriate agencies.

## GRADING NOTES

ESTIMATED EARTHWORK QUANTITIES:
CUT: 0 C.Y. EXPORT: 0 C.Y.
FILL: 80 C.Y. IMPORT: 80 C.Y.

1. Existing grades shall be disturbed as little as possible to retain natural drainage on site as was previously restored by others.
2. No cut or fill slopes may be steeper than 2:1 (h:v) maximum.
3. Fill slopes shall be compacted to a relative compaction of 90 percent of maximum dry density.
4. Any area to receive fill shall be prepared by scarifying to a minimum depth of 6", moistened or dried to near optimum moisture and compacted to a relative density of 90% before placing additional fill. prior to placing of any fill material, the area shall be approved by the public works inspector. should adverse soil conditions be encountered, stabilization techniques shall be approved by a change order.
5. All paths of travels shall comply with the requirements of title 24, building standards of the california administrative code in regards to providing access to the physically disabled.
6. Maximum pavement slopes are as follows:
   Parking areas: 2% maximum handicap parking
   Pathways and routes of travel: 5% maximum, 2% cross slope

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# Ski Run Park

## 1195 Ski Run Blvd.
## City of South Lake Tahoe, CA

ISSUE DATE: April 6, 2022

REVISIONS

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PROJECT NUMBER: Pro Bono

Site Grading

SHEET NUMBER
**L3-1**

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SKI RUN BOULEVARD

NEW ADA PARKING (BY CITY)

EXISTING TRANSIT SHELTER

EXISTING CURB AND GUTTER

EXISTING TURF

EXISTING ASPHALT PATH

MATCH EXISTING GRADE AT PATH

EXISTING TREE (TYPICAL)

TURF AREA

SLOPE 3%

PLAY AREA

SLOPE 3%

LANDFORM

SLOPE 4.9%

EXISTING TREE (TYPICAL)

EXISTING TREE (TYPICAL)

(5)

(1b)

CONCRETE CURB

EDGE OF PAVEMENT

FENCE

CONCRETE WALKWAY

GROUND OBSCURE

NORTH

0 5 10 20

ORIGINAL SCALE: 1"=10'-00"

## SYMBOL LEGEND

| MATERIAL | | QUANTITY |
|---|---|---|
| | Concrete Paving | 298 sf |
| | Engineered Wood Fiber Surface | 5,466 sf |
| | Lawn | 4,900 sf |
| | Permeable Pavers | 845 sf |
| | CIP Concrete Band | 670 lf |

| PROPOSED COVERAGE | | |
|---|---|---|
| PARCEL SIZE | .57 acres | |
| CATEGORY | 5 | 1b |
| CONCRETE PAVING | 298 sf | - |
| PERMEABLE PAVERS | (845 x0.75) = 634 sf | - |
| CIP CONCRETE BAND | 335 sf | - |
| MISC. STRUCTURES | 180 sf | - |
| | | |
| **NEW COVERAGE** | 1447 sf | |

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# Ski Run Park

## 1195 Ski Run Blvd.
## City of South Lake Tahoe, CA

ISSUE DATE: April 6, 2022

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|---|---|---|

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(Not for Construction)

PROJECT NUMBER: Pro Bono

Site Coverage

SHEET NUMBER
**L4-1**

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# Resolution 2024-XXX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

## Authorizing Acceptance of a Donation of Land and Improvements for a Public Park Located at 1195 Ski Run Blvd

**BACKGROUND**

A. On June 15, 2021 the City and Friends of Ski Run entered into a Memorandum of Understanding to establish a general framework for a collaborative working relationship and define the respective roles and responsibilities of the Parties for the construction, maintenance, funding, and operations of Ski Run Park.

B. The Friends of Ski Run created an entity called SkiRunPark, LLC to purchase the parcel at 1195 Ski Run Blvd in 2021 and has constructed the Ski Run Community Park.

C. On June 3, 2024, an appraisal valued the land and improvements, presuming completion of the park in accordance with plans, at $175,000.

D. The City Attorney and Finance Director have reviewed and found that the requirements of the City's Donation, Sponsorship and Naming Rights Policy for acceptance of land designated for a public park have been met and a public benefit will be enjoyed by acquisition of this land.

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

1. Resolves that the above recitals are true and a substantive part of this resolution.

2. Authorizes and directs the City Manager to sign the acceptance on the Grant Deed attached hereto as Exhibit A and accept the donation of Ski Run Community Park for dedicated use as a public park from the SkiRunPark, LLC, upon completion of park improvements and passing inspections.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 by the following vote:
Yes:
No:
Absent:
Abstain:

_____
Cody Bass, Mayor Date:

Attest:

_____
Susan Blankenship, City Clerk

*The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by*

*the South Lake Tahoe City Council.*

**NO FEE DOCUMENT**
Government Code §6103 & §27383

Recorded at the request of
City Clerk, South Lake
Tahoe, California

**After Recording Return To:**

City Clerk
City of South Lake Tahoe
1901 Lisa Maloff Way, # 206
South Lake Tahoe, CA 96150

Space above this line for Recorder's use only

| County | Project | Owner Name | AP Number |
|---|---|---|---|
| El Dorado | Ski Run Park | SKIRUNPARK LLC | 027-161-30-100 |

THIS TRANSACTION IS EXEMPT FROM CALIFORNIA DOCUMENTARY TRANSFER TAX PURSUANT TO SECTION 11922 OF THE CALIFORNIA REVENUE AND TAXATION CODE. THIS DOCUMENT IS EXEMPT FROM RECORDING FEES PURSUANT TO SECTIONS 6103 and 27383 OF THE CALIFORNIA GOVERNMENT CODE.

# Grant Deed

FOR VALUABLE CONSIDERATION, receipt and sufficiency of which is hereby acknowledged, **SKIRUNPARK LLC, a California Limited Liability Company,** ("Grantor"), does hereby grant without warranty or covenant of any kind, express or implied, to the **City of South Lake Tahoe, a municipal corporation** ("Grantee") the real property with Assessor's Parcel Number 027-161-30-100, described as all that certain real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, all more particularly described as Lots 1, 2, 3, 23, and 24, Block 28, of Bijou Park Addition, filed December 31, 1932, in Book A of Maps, at Page 18, El Dorado Records ("Property").

SUBJECT TO:

1. All non-delinquent real property taxes and general and special assessments.

2. A dedication that the Property shall be used exclusively for public park purposes which may include playground, recreational, and open space areas.

3. That certain Deed Restriction and Declaration of Covenants, Conditions and Restrictions for Transfer of Existing Commercial Development and Land Coverage by Safeway,

Inc., a Delaware corporation, dated as of July 21, 2000 and recorded on January 10, 2001 in the El Dorado County Recorder's Office as document number 2001-0001732-00.

4. That certain Declaration of Covenants, Conditions and Restrictions for Commercial Floor Area Transfer by Safeway Inc., a Delaware corporation, dated as of April 27, 2005, and recorded on April 28, 2005 in the El Dorado County Recorder's Office as document number 2005-0034755-00.

5. That certain Declaration of Covenants, Conditions and Restrictions for Commercial Floor Area Transfer by Safeway, Inc., a Delaware corporation, dated as of September 11, 2006, and recorded on September 12, 2006 in the El Dorado Count Recorder's Office as document number 2006-0062338-00.

6. That certain Deed Restriction and Declaration of Covenants, Conditions and Restrictions for the Ski Run Park Project, dated as of January 22, 2024 and recorded on March 5, 2024 in the El Dorado County Recorder's Office as document number 2024-0006296.

Dated: _____

SKIRUNPARK LLC, a California
limited liability company

_____

By:

Its:

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 _____ }
} SS.
County of _____ }

On _____, 2024 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 California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

Name: _____
(Typed or Printed

# Deed Acceptance

**This is to certify** that the interests in real property conveyed by the foregoing **Grant Deed**, (APN 027-161-30-100), dated _____, 202_, from **SKIRUNPARK LLC**, a California Limited Liability Company, the real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, more particularly described as all that certain real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, all more particularly described as Lots 1, 2, 3, 23, and 24, Block 28, of Bijou Park Addition, filed December 31, 1932, in Book A of Maps, at Page 18, El Dorado Records, to the **City of South Lake Tahoe**, a municipal corporation, is hereby accepted by the undersigned on behalf of the City, pursuant to authority conferred by Resolution No. _____ of the City Council of the City of South Lake Tahoe adopted on _____, 202_, and the Grantee consents to recordation thereof by its duly authorized officer.

Dated: _____

City of South Lake Tahoe,
a municipal corporation

By:_____
Joseph Irvin, City Manager

Attest:

_____
Sue Blankenship, City Clerk

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**8

**Agenda Item:** Professional Services Agreement with Lumos & Associates for Planning and Design Feasibility Services for the Stateline Complete Streets Project

**Executive Summary:** Reallocate funding from the Linear Park Bike path account to the Stateline Complete Streets account and approve a PSA for Planning and Design feasibility services with Lumos & Associates for an amount of up to $227,200.

**Requested Action / Suggested Motions:** Pass a Resolution authorizing the Director of Finance to reallocate funds from the Linear Park Bike Path Project to the Stateline Complete Streets Project and authorizing and directing the Mayor to execute a Professional Services Agreement with Lumos & Associates for Planning and Design Feasibility Services for the Stateline Avenue Complete Streets Project for the amount of $227,200.

**Responsible Staff Member:** Jason Burke, Complete Streets Program Manager

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

**Attachments:**

01-Staff Report - Stateline Complete Streets Project.docx
02-StatelineVicinityMap.pdf
03-Resolution Stateline.docx
04-Professional Services Agreement with Lumos.pdf

# City of South Lake Tahoe
# Report to City Council

## Meeting Date: June 18, 2024

**Title:** Professional Services Agreement with Lumos & Associates for Planning and Design Feasibility Services for the Stateline Complete Streets Project

**Location:** Stateline Area: Generally, the area from U.S. Highway 50 north to Lakeshore Boulevard, bounded by Park Avenue to the west and Stateline Avenue to the east.

**Responsible Staff Members:** Jason Burke, Complete Streets Program Manager

**Background:** There is a notable and widespread lack of pedestrian and cyclist improvements along Stateline Avenue from U.S. Highway 50 to Lakeshore Boulevard that potentially create conflicts between various mobility types within this area. Parking is often unstructured, and many informal parking areas in the road shoulder areas are bare dirt, creating erosion and sediment issues along with safety and mobility challenges within the area. Underground drainage systems need to be updated, in coordination with other underground utility providers in the project area, including South Tahoe Public Utility District (STPUD), Lakeside Park Association water company, Liberty Energy and Southwest Gas for pressurized gas lines. Many hotels in the area rely on head-in street parking within the public right-of-way, which is required to meet City minimum parking standards in some situations. These parking patterns will need to be assessed in order to develop feasible multimodal connectivity solutions for pedestrians, cyclists, and micro-mobility (electric scooter) users, along with the horse-drawn carriages and relatively new shuttles operating in the area. This feasibility and planning agreement will enable a well-qualified team of outreach and design professionals to work with the community and decision makers to develop feasible conceptual designs for active transportation upgrades. These improvement design concepts will be developed with considerable stakeholder outreach to find solutions that can best accommodate the needs of existing tourism and hotel businesses, residents, and all types of mobility mode users.

Tourist Core Are Plan, Active Transportation Plan, recently presented Bicycle Advisory Committee (BAC) list of prioritized projects, 2023-2028 Strategic Plan, Active Transportation Plan, and adopted CIP budget provide support for developing multimodal connectivity solutions to improve the safety and appeal for active transportation options in the Stateline Complete Streets project area, focused on the Stateline Avenue Corridor for U. S. Highway 50 (Lake Tahoe Boulevard) down to Lakeshore Blvd with broader connectivity and circulation needs extending from the end of the Linear Park, through Park Avenue, Pine Boulevard, Lakeshore Drive and Stateline Avenue. On October 4, 2022, the City Council approved Resolution 2022-130, authorizing staff to submit a grant application in the amount of $450,000 to the Caltrans Sustainable Transportation Planning Grant Program. This grant application was submitted on March 9, 2023, and the City received notice in August 2023 that the application was unsuccessful in seeking this additional design funding. In the interest of advancing the project to be more competitive for implementation funding, staff has issued an RFP to utilize a variety of existing allocated City funds and will seek to obtain additional funding as the project design feasibility work progresses.

**Issue and Discussion:** The process for solicitation, advertisement and selection of the professional design consultant team followed the City's purchasing and procurement policies by issuing a widespread Request for Proposals (RFP) for planning and design feasibility services April 4, 2024, notifying all qualified vendors via the City of South Lake Tahoe web posting on PlanetBids. There were 53 prospective firms who took interest in the project, and the city received four written proposals. The review panel consisted of City staff from the Public Works Department, Development Services Department, Finance Department along with outside agency staff from the Lake Park Association water company and Tahoe Regional Planning Agency, who carefully evaluated the written proposals to determine if they were responsive and ranked the written proposal based on the ranking criteria stated in the RFP. Based on the results of the written review, two firms were selected to interview on May 21, 2024 to further discuss the project and their teams' approach and qualifications. The interview panel ranked the two firms and ultimately selected a team lead by Lumos & Associates based on their responses to questions regarding details of the work described in the RFP and relevant information for the project.

**Financial Implications:** The planning and feasibility services contract with Lumos & Associates will be partially funded through existing funding ($100,000) allocated to the Stateline Complete Streets project in the Capital Improvement Program account 301-50045-42030 (Technical Services). The circulation study area for this project encompasses the broader Stateline Area, on the lake side of U.S. Highway 50, extending from the end of Linear Park Bike Path (Pioneer Trail/U.S. Highway 50) through the Lakeside Park community including Park Avenue, Pine Boulevard, Lakeshore Boulevard and Stateline Avenue (see Map). This task in the attached professional services agreement will evaluate circulation and parking needs within the larger project area in order to work with City residents, businesses and property owners to develop solutions that improve broader connectivity and safety in the larger Lakeside Park area connecting to the existing terminus of Linear Park, then focus on specific design solutions for Stateline Avenue. This circulation study, which will consider one-way options or even partial road closures, will inform later efforts to improve circulation patterns on Stateline Avenue, Park Avenue and Lakeshore Boulevard, which are yet unfunded.

In order to fund the parking and traffic counts, to establish volumes and needs, residual funding ($152,829) for engineering study and design of the Linear Park Bike Path uncompleted final leg to Park Avenue will be transferred from account to 301-50008-48010 (Technical Studies) in order to advance connectivity planning in this broader study area. Additional tasks in the RFP will need additional funding, and pending approval of the upcoming Capital Improvement Program, the City may opt to fund the additional Task outlined in the RFP to advance this project to the full extent of the services noted in the RFP to complete 30% preferred alternative concepts and designs after extensive community and decision maker outreach and engagement.

**Environmental Considerations:** Projects consisting of only feasibility or planning studies for possible future actions for which the City has not approved, adopted or funded are Statutorily Exempt from full California Environmental Quality Act (CEQA) review under CEQA Guidelines section15262 (Feasibility and Planning Studies) and Categorically Exempt under section 15305, Class 6 (Information Collection). The feasibility analysis, preparation of conceptual alternatives, parking and circulation studies to inform the development of a potential future preferred project. Once the feasibility studies and public outreach to review alternatives and focus on a preferred concept, any potential project design will be subject to additional CEQA review once the alternatives are vetted with the public and decision makers to define the potential scope of the Complete Streets improvements.

**Policy Implications:** The Project is consistent with the vision for transportation improvements included in the Tourist Core Area Plan and regional Active Transportation Plan and advances the City Council Strategic Priorities and Goals, specifically:

- **Action Item 1.4 (Transportation)** to prioritize implementation complete streets projects and evaluate city-wide parking management strategies and identify options to prioritize alternative modes of transportation for major connecting arterials building in the US 50 Safety Project.
- **Action Item 2.3 (Connectivity)** to facilitate implementation of trail infrastructure prioritizing the connection of bicycle and walking trails from neighborhoods to the Greenway and other new and existing trails systems.
- **Action Item 5.3 (Infrastructure and Maintenance)** by actively seeking funding to develop sustainable infrastructure projects, based on the prioritized capital improvement project list.

The project will also provide greenhouse gas reduction benefits, providing progress on Action #WB-1 of the 2020 Climate Action Plan: Improve bicycle and pedestrian networks.




CITY OF SOUTH LAKE TAHOE

# Project Area Vicinity Map

0 200 400 600 800
Feet

Path: \\gis\share\Projects\PublicWorks\CompleteStreets\CompleteStreets.aprx | Stateline RFP Vicinity Map | 2/27/20

# Resolution 2024-XXX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

**Authorization for the Reallocation of Funds from the Linear Park Bike Path Project to the Stateline Complete Streets Project and Approval of a Professional Services Agreement with Lumos & Associates for the City for Planning and Design Feasibility Services for the Stateline Avenue Complete Streets Project**

## BACKGROUND

A. The Stateline Avenue Complete Streets Project has been identified as a priority project tin the Tourist Core Area Plan, Bicycle Advisory Committee list of prioritized projects, Active Transportation Plan and adopted Capital Improvement Program (CIP).

B. The City Council appropriated $100,000 for the initiation of the Stateline Area Complete Streets project during the August 23, 2022, City Council meeting as a part of the City's adopted CIP.

C. The Linear Park Bike path project has $152,829 in remaining funds for Engineering Study and Design (Account 301-50008-48010) to evaluate options to connect the Linear Park Bike Path through the Stateline Area.

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

1. Authorizes the Director of Finance to transfer the remaining Linear Park Bike Path funds totaling $152,829 from 301-50008-48010 to 301-50045-48010.
2. Authorizes the Director of Finance to transfer the $100,000 in the Stateline Avenue Complete Streets Project Account (301-50045) from 42030 (Technical Services) to 48010 (Engineering Study and Design) for consistency purposes.
3. Authorizes and directs the Mayor to execute a Professional Services Agreement with Lumos & Associates for Design Feasibility Services for the Stateline Avenue Complete Streets Project in the amount of $227,200.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 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**

# PROFESSIONAL SERVICES AGREEMENT

This Agreement is made and entered into as of the 18th day of June 2024 by and between the **City of South Lake Tahoe**, a municipal corporation ("City") and Lumos & Associates (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 18 months from time award.

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 $ 227,200 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: Aaron Brusatori, PE, Group Manager
3840 El Dorado Hills Blvd., Suite 301
El Dorado Hills, CA 95762

Provide a copy to: Tim Russell, PE, Engineering Director
308 N. Curry Street, Suite 200
Carson City, NV 89703

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_____
Cody Bass, Mayor

Date _____

CONSULTANT: Lumos & Associates, Inc.

By _____
Tim Russell, PE, Engineering Director

Date 6/3/2024

Business License # 314513

APPROVED AS TO FORM:

By_____
City Attorney

Date _____

ATTEST:

By_____
City Clerk

Date _____

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 – Project Management, Public Engagement, and Agency Coordination

The success of this project will be dependent upon our ability to successfully engage with stakeholders, the public and decision makers to communicate ideas and extract and receive constructive comments from each. Our team has extensive experience facilitating, managing and conducting meetings and outreach. Our team including Lumos, Design Workshop, WBA, LSC, and GPA will participate in our outreach meetings, so that subject matter experts are available to hear concerns and provide valuable responses. Our team is prepared to engage with stakeholders and the public.

Project Management will be provided by Aaron Brusatori, PE. Aaron will be the single point of contact for the City. He will perform regular check in calls with the City to keep them apprised of progress and challenges. He will prepare monthly status reports to be submitted with invoices. Lumos will schedule and facilitate all meetings. We will prepare agendas, sign in sheets, presentations, graphics and minutes. Each meeting will be conducted at a City facility.

Lumos will employ a layered approach to Public Engagement. We will first develop ideas and concepts for review and vetting by our team, providing each expert opportunity to shape the project. The best of these ideas will advance to discussion with City Staff.

After we have completed circulation and parking studies, we will engage stakeholders. Prepared with this information we will conduct an initial stakeholder meeting to understand their concerns and vision for the project.

We will include an on-site meeting with stakeholders where up to three specific cross sections can be evaluated in the field with the project team. We will use temporary paint or other markings, depending upon weather conditions, to show the proposed improvement limits including; sidewalks, bike lanes, motorized vehicle lane(s) and landscape areas, as applicable.

This Show-me effort has proven successful in clarifying the improvements so that those impacted most will be able to visualize on the ground the improvements.

We will take what we learn from the stakeholder on-site meeting to further improve the conceptual designs for the next layer, public engagement.

We will improve the conceptual exhibits and conduct a public meeting at a City of South Lake Tahoe venue. The meeting will be noticed in public places, with outreach sent directly to community organizations and groups. We will present the concepts and listen to the concerns, comments, and ideas from the meeting for further refinement of the conceptual designs.

The refined concepts will then be presented to the TAC, and City Planning Commission for comments and then to the City Council for selection of a preferred alternative. The public will have the opportunity at these meetings to voice their concerns during the final selection process.

A selection of the project team will be available to meet with funding, regulatory and partner agencies to ensure the selected alternative can be approved. We anticipate engaging with TRPA, and the State of California Lahontan Regional Water Quality Control Board, and others who may be identified though development of our conceptual alternatives and the preliminary environmental review of those alternatives.

### DELIVERABLES

- *Meetings | We will prepare agendas, graphics, sign in sheet, and prepare meeting minutes. We will set up, take down, and conduct the meetings for the proposed meetings schedule showcased below.*
- *Public Outreach Materials | We will prepare flyers containing meeting notice and select graphics to engage the public and generate interest.*
- *Status Reports, invoices and Check-in calls | We will perform biweekly check in calls with the City project manger. We will prepare and submit monthly project status reports and invoices*

| Meeting Descriptions and Target Group |
|---|
| *Meeting 1: Kickoff Meeting* |
| *Meeting 2: Communicate Project Intensions* |
| *Meeting 3: Preliminary Concepts* |
| *Meeting 4: Land Capability, Coverage, Land-use Encroachments, and Depth to ground water* |
| *Meeting 5: Conceptual Alternatives Review* |
| *Meeting 6: On-Site Review of Three Sections* |
| *Meeting 7: Present Concepts and Receive Feedback* |
| *Meeting 8: Lahontan Regional Water Quality* |
| *Meeting 9: Present Conceptual Alternatives* |
| *Meeting 10: Present Conceptual Alternatives & Select Preferred Alternative* |

**Key**

*CSLT Staff* *Stakeholders* *TRPA* *Public*
*Agency* *City Council* *Planning Commission*

** City of South Lake Tahoe to provide venue for public meetings*

## Task 2 – Constraints Analysis/Concepts Alternatives

Lumos will provide planning context by assembling, reviewing, and summarizing relevant planning documents, including (but not limited to) the 2016 TRPA Linking Tahoe Active Transportation Plan, the TRPA/ TMPO Lake Tahoe Complete Street Resource Guide, the Tourist Core Area Plan, Lakeside Park Plan Area Statement, TRPA Main Street Management Plan, Environmental Improvement Program (EIP) projects located in the vicinity of the Project Area, and others.

We will utilize engineering studies and utility systems maps as well as new information collected with this project including a drainage study, circulation study, parking study, CCTV inspections of underground storm drain and sanitary sewer and field surveying. This information will be utilized to identify constraints and develop concept alternatives.

A drainage study will be prepared to determine impacts from proposed changes in impervious areas. The study will identify the size of water quality features and underground conduits based upon City Standards. Water quality features may include vegetated basins, which have been observed to perform well in the area. On a more regional basis, reestablishing the marsh area between Lakeshore Boulevard and Sunrise Lane may be considered in the drainage study.

### *Utility Coordination*

Utility coordination efforts will begin with requests for systems maps. The utility locations shown on those maps will be plotted on a basemap. Because the utility provider maps are typically schematic in nature the actual location of the underground infrastructure will be identified by field efforts. Field efforts will start with location of the underground infrastructure using Ground Penetrating Radar (GPR). The operator will walk the work area and paint on the paved surface the locations of utilities and the approximate depth from the surface. These painted locations and depths will later be collected by land survey crews to accurately locate the utility alignments on the basemap. Utilities with shallow depth of coverage will be noted for subsequent potholing efforts if needed.

Conditions of the underground infrastructure will be evaluated through communications with each utility provider. For gravity systems such as storm drainage and sanitary sewer, we can use CCTV inspection to determine pipe condition. Underground utilities that are identified for upgrade and or replacement by the utility provider or from CCTV inspections will be noted on the basemap. We will initiate discussions of the undergrounding of overhead utilities with the utility owners, such as Liberty.

The existing 36” CPM storm drain in Stateline Avenue extends from Pine Blvd. to the shoreline of Lake Tahoe. We will explore the feasibility of extending the storm drain up Stateline Avenue to Lake Tahoe Blvd with drop inlets to reduce surface flow. We will evaluate the capacity of the existing basins to handle additional flows from this project. To reduce surface drainage flows over sidewalks, drainage from behind the proposed sidewalk(s) will be conveyed using thru sidewalk curb drains.

Underground infiltration chambers will be considered due to a lack of available property for storm water quality facilities. We would look into locating these east of Azure Ave. due to the higher infiltration rates and greater depth of groundwater, TRPA has mapped infiltration rates of 12.8 inches/hour in this area. Due to limited right-of-way in this corridor, we will consider the use of underground hydrodynamic separators for storm water pre-treatment.

There is a linear basin along Pine Street, south of the Alpen Rose Inn and another basin at Park Avenue and Pine Blvd which can be evaluated to determine if they have additional capacity to treat any increases in project runoff. Utilizing existing infrastructure would reduce the number of basin areas requiring perpetual maintenance. There may also be a stream environmental zone restoration opportunity to reestablish the marsh between Lakeshore Blvd. and Sunrise Lane as another storm water pretreatment area. It is our understanding that this grassy area was previously a wet marsh, which treated storm water runoff before reaching the lake. Over the years, this area has filled in and is no longer functioning as a pretreatment area. While restoring the marsh, it could be beautified with low-growing native vegetation.

### *Surveying - Topographic Survey and Right-of-Way*

A project base map will be created using a combination of photogrammetry and ground collected survey field shots. The project will be surveyed at a point density and accuracy intended to verify and densify existing topographic information, that Lumos has performed on adjacent projects. The base map will be presented at 40 scale with a 1- foot contour interval, consistent with National Map Accuracy Standards. Field shots will be obtained at critical locations such as building corners, roadways, surface evidence of utilities, including paint marks from GPR efforts to locate underground utilities, and sanitary sewer and storm drain lines and manhole dips. All relevant site features such as fences,





vegetation, bollards, electrical poles and equipment, landscape and curbs will be located. Existing trees within the project area 6 inches and greater will be located and shown on the base map.

Right of Way efforts will start with research of record maps and title reports, provided by the City of South Lake Tahoe, to determine existing ROW. Our team has performed several land surveying projects adjacent to the proposed project and understands that existing monumentation is infrequent and property corners will need to be determined based upon field surveys and lines of occupation. We will collect field data with our topographic efforts to determine the existing right of way. We will prepare record(s) of survey to memorialize the right of way and set monuments and or corners as necessary.

## Geotechnical Investigation

Lumos will perform a geotechnical investigation to characterize the soils in the areas proposed for storm infiltration facilities and pedestrian/roadway improvements. This investigation will include laboratory testing to determine existing structural sections, the R Values of underlying soil, soil strength and to confirm percolation rates and TRPA soils analysis. Structural sections will be recommended for various traffic index values and recommendations will be made for any retaining walls constructed with the project.

## Environmental Constraints

GPA will complete an Environmental Constraints Memorandum for use in the overall alternatives analysis. GPA would first review the design components of each alternative in order to prepare an abbreviated project description for each alternative. GPA would then establish the existing conditions of the project area through a review of relevant plans such as the City of South Lake Tahoe Tourist Core Area Plan, City of South Lake Tahoe Drainage Master Plan, the City of South Lake Tahoe Parking Management Plan, and any other relevant environmental documentation. GPA would conduct database searches for potential environmental concerns, such as cultural and biological resources, and create a map using Geographic Information Systems that identifies the size and proximity of environmental constraints within the project area. In addition to providing a summary of key environmental constraints, the memorandum would also include an estimated schedule and cost associated with environmental clearance for each alternative. The purpose of this memorandum would be to provide the City with a clear understanding of the environmental requirements for each alternative prior to selection of the preferred alternative.

Upon preliminary review of the project, GPA anticipates that the project may qualify for a statutory exemption for CEQA under Senate Bill (SB) 922 if no new right-of-way is required. SB 922 applies to "pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way" and "the maintenance, repair, relocation, replacement, or removal of any utility infrastructure" associated with the project. If the project qualifies for an exemption under SB 922, no technical studies for the purpose of CEQA would be required and the only recommended environmental documentation would be a Notice of Exemption. If right-of-way is required, GPA would provide a recommendation for the level of CEQA documentation after 30 percent design has been completed.



## *Conceptual Alternatives*

We have reviewed existing traffic counts and have found that at this time, the volumes do not prohibit a one-way circulation option. We have prepared two exhibits that shows in concept a potential complete streets cross section and plan view of Stateline Avenue including one way circulation which does not require right of way acquisition. We will further develop conceptual alternatives based upon the data we collect, and the studies performed. (Detailed in Exhibit A, on page 25.)

We will utilize the information gathered, as described above, including the Circulation Study and Parking Study performed in Task 3, to further clarify the project constraints. With this information, we will engage stakeholders including business owners, and owners and the Lakeside Park Association (Under Task 1) to solicit thoughts, and opinions and visions they have of this project.

With a better understanding of the project constraints, we will develop up to five conceptual alternatives and a table of benefits and challenges of each. The alternatives and tables will be presented in a Preliminary Design Memorandum. We will conduct a meeting with City Staff to evaluate each alternative. We will listen to comments and determine which three will be advanced. The three selected conceptual alternatives will be refined for subsequent presentation to the public, the Planning Commission and City Council.

### DELIVERABLES

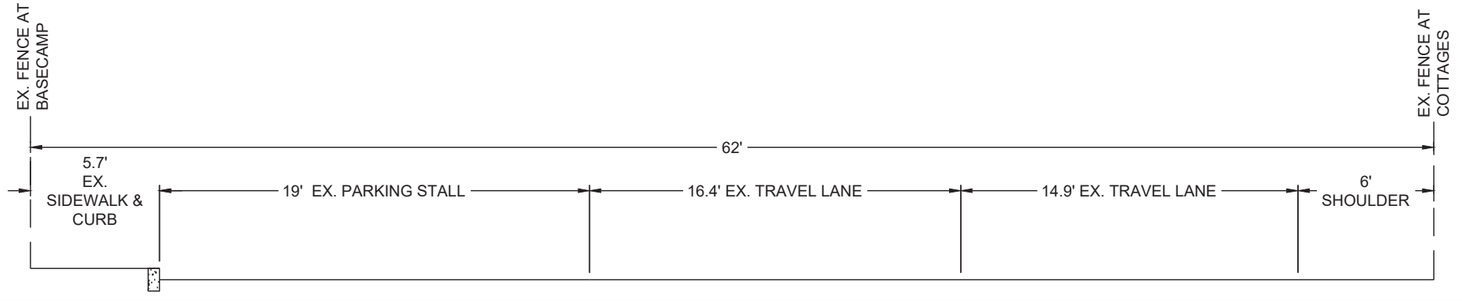
- *Topographic Survey and Right of Way Basemp*
- *Existing utility basemap*
- *Preliminary Drainage Study*
- *Geotechnical Report*
- *Design Constraints Memorandum*
- *Conceptual Design Illustrative Exhibits*
- *Conceptual Design Alternatives*
- *Plan View 20 Scale*
- *Cross Sections 10 Scale*

**Exhibit A** (Exhibit is displayed on an 11x17" page for best viewing)

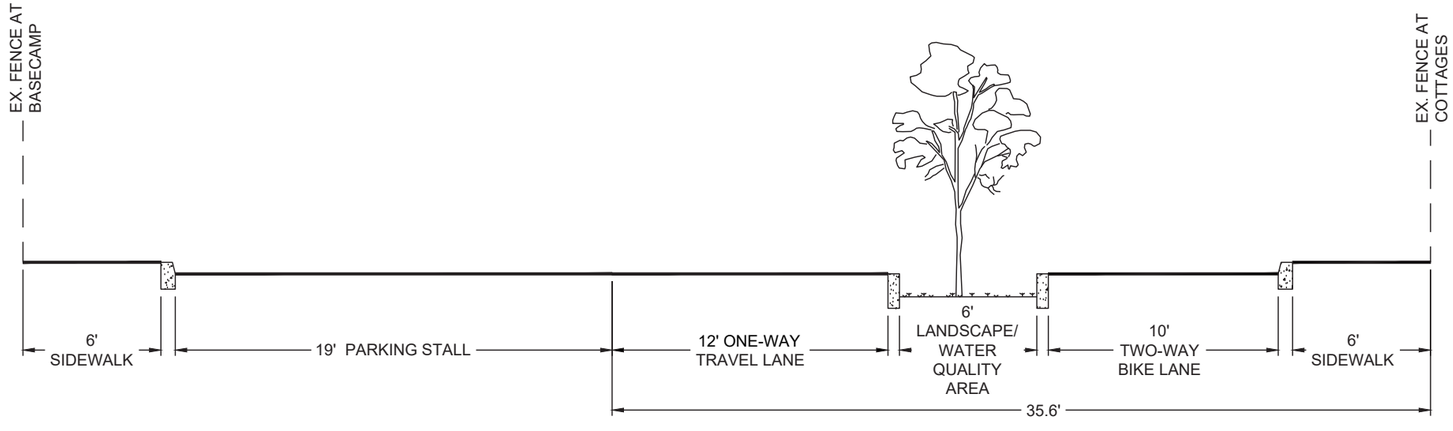



**Stateline Avenue > Cedar Avenue to Manzanita Avenue** | *Aerial Imagery October 2023, Lumos & Associates*

## Existing Section




## Potential Section



## Task 3 – Circulation and Parking Study

The Stateline area of South Lake Tahoe California and Stateline Nevada is a unique area for transportation and circulation. A large visitor population stays in the big hotel/casinos in the area with winter recreation at Heavenly Ski area and summer recreation at Lake Tahoe and in the surrounding mountains. In addition, several venues hold large events throughout the year. This area has been studied many times with the intent to improve the circulation of cars and facilitate movement of people without cars. There is a traffic signal at US 50 intersection with Stateline Avenue as well as at Park Avenue. Stateline Avenue has minimal or no sidewalks or pedestrian area. There is also parking provided along Stateline Avenue in different locations including parallel, head in, and diagonal parking. Stateline Avenue is the most direct route for Stateline hotel guest to access Lake Tahoe. During the process of improving access along Stateline Avenue for pedestrians and bicyclists, there may need to be changes to the vehicle traffic and parking. In order to evaluate the possible alternatives including one-way vehicle traffic or no vehicle traffic on sections of Stateline Avenue the following task would be performed.

### *Circulation Study (Traffic Study)*

Intersection counts will be collected during a summer afternoon peak hour at the following locations. Note one-way sections of Stateline would effect many other roadways and intersections in the area. So the list of study intersections extends beyond Stateline Avenue in all directions.

- US 50/Stateline Avenue
- Stateline Avenue/Cedar Avenue
- Stateline Avenue/Manzanita Avenue
- Stateline Avenue/Pine Boulevard
- US 50/Park Lane
- Park Lane/Stateline Avenue
- Park Lane/Cedar Avenue
- Park Lane/Manzanita Avenue
- US 50/Lake Parkway
- Lake Parkway/Edgewood
- Lake Parkway/Hard Rock driveway

Counts will be reviewed to determine if any adjustment factor should be applied based on the time of year or event situation. Then baseline (existing) traffic volumes will be presented for all intersections. US 50 and Park Lane is known to be a poorly functioning intersection and likely the only intersection in the area that may need and could accommodate additional turn lanes. Therefore US 50/Park Lane will be evaluated for new turn lane.

The traffic counts will also be used to determine the Traffic Index for calculating appropriate structural sections for the future street.

### *Parking Study*

The next step would be to review recent parking counts in the area. LSC conducted parking counts in this area for a recent study at the Tahoe Blue Events Center. This count will be reviewed to determine if the data can be used or if new data will need to be collected. If new parking usage data is needed it would be collected in the summer, hourly from 1:00pm to 9:00pm along Stateline Avenue as well as along all intersecting roadways between Stateline Avenue and Park Lane. Next the amount of parking available along Stateline Avenue will be inventoried. For each business and residence along Stateline a basic parking calculation will be performed to determine the parking demand. The parking demand will be compared to the parking supply to determine any surplus or parking deficiencies. The results of the parking analysis will be another tool to evaluate the possible alternatives for Stateline Avenue including moving, rearranging, or removing parking. Parking management will be a significant piece of this project. Creative solutions will be analyzed based on the data collected. Limited parking in the area, residential and commercial parking needs, and spill over from paid parking on the Nevada side will be considered when developing parking options. A neighborhood parking permit program will be evaluated to see if it would solve some of the parking issues.

### *Alternatives Evaluations*

With the traffic and parking baselines established, project scenarios will be evaluated. Evaluation criteria include the following.

- vehicle circulation
- intersection level of service
- roadway capacity
- pedestrian access
- bicycle access and connections with existing trails
- transit service and access
- truck access and service driveways at Harvey's business driveway access and parking impacts
- qualitative discussion of impacts during large events

Reports will be prepared to present the Circulation Study and Parking Study. The conclusions from the circulation and parking alternatives evaluation will be used with the alternatives analysis performed in Task 2.

**DELIVERABLES**

- *Circulation Study – Draft and Final Report*
- *Parking Study – Draft and Final Report*

## Task 4 – Stateline Avenue Preliminary Plans / Estimates (30%)

Our team will advance the Alternative that is selected by the City Council to 30% plans. Lumos will prepare 30% plans incorporating the baseline survey and right of way information and incorporate any comments received from the City Council on the preferred alternative. We will include lane configuration and horizontal geometry, underground utility location, signage and striping, pavement structural sections, streetlight spacing, landscape architecture, and traffic signal integration.

The following critical design elements will be included on the plans:

- Identification of utilities to be replaced, upgraded or installed
- Identification of potential utility conflicts and incorporation of all utility relocation design requirements
- Right of Way and easement identification to clearly delineate work that may occur within existing public areas and areas where easement acquisition will be required
- Any areas of environmental concern
- Identification of roadway structural sections based upon soils information and Traffic Index

The 30% plans will provide sufficient detail on all design elements to allow for preparation of the 30% cost estimate and subsequent environmental review. Lumos will calculate quantities from the plans. We will research current unit costs from internal records as well as review recent published public works projects. We will then project unit costs based upon the expected year of construction.

Lumos will identify land coverage and calculate changes with the proposed project. This information will be utilized to verify Land Capability with TRPA. We will submit our findings to TRPA for review and concurrence.

To memorialize the efforts made to adopt the preferred alternative, we will prepare a Preliminary Design Report. This Preliminary Design Report will discuss the needs and goals, design standards, alternatives considered and the recommendations of the selected alternative. The design report will include discussion of construction issues, ADA compliance, Caltrans coordination, water quality, and future utility coordination efforts. We will include preliminary environmental review and identification of resources which will need additional study with the preparation of the CEQA/NEPA document.

**DELIVERABLES**

- *30% Design drawings*
- *30% Cost Estimate*
- *TRPA Applications*
- *Preliminary Design Report*

## Task 5 – Pre-Acquisition Services

Businesses will be reluctant to support any project that takes right of way or street parking from their parcel unless there is a clear benefit to their operations. During the initial phase we will define the existing right of way and utilize the parking study to determine the parking needs for the businesses. Our goal will be to help develop a collaborate strategy working with the City, business owners, and other stakeholders to develop win-win solutions for the business owner and the traveling public. This may include off street parking for businesses at different locations, limiting the overall design to one side of the street to allow for parking, or acquiring the area necessary for the project and paying the potential damages to the businesses caused by the project.

For each of the various alternatives, We will prepare a preliminary ROW estimate to support the overall project budget and alternative selection process.

**DELIVERABLES**

- *Review of conceptual alternatives*
- *Preliminary ROW estimate for each alternative*

**EXHIBIT B**

**SCHEDULE OF CHARGES AND TIMELINE**

Stateline Avenue Complete Streets – Budget Projection
July 2024 – October 2024

Cash Flow - July - October

| Task | July | August | September | October |
|---|---|---|---|---|
| Project Management | $ 10,000 | $ 10,000 | $ 10,000 | $ 10,000 |
| Public Engagement and Agency Coordination | $ 4,500 | $ 25,000 | $ 1,500 | $ 1,500 |
| Surveying | $ 8,000 | $ 42,000 | $ 31,200 | $ - |
| Utility Coordination & Location | $ 3,000 | $ - | $ 16,500 | $ - |
| Studies | | | | |
| Circulation Study | $ 5,000 | $ 9,000 | $ 9,000 | $ 9,000 |
| Parking Study | $ 4,000 | $ 6,000 | $ 6,000 | $ 6,000 |
| Drainage (Deferred) | | | | |
| Geotechical (Deferred) | | | | |
| Monthly Total | $ 34,500 | $ 92,000 | $ 74,200 | $ 26,500 |
| | | | **Total Thru October** | **$ 227,200** |

The above cash flow projection shown above is for partial fulfillment of the scope of services described in pages 19 – 26 of our proposal. Billing rates for Lumos and Associates will be consistent with our 2024 Fee Schedule (attached).

We anticipate the following effort in the first four months of this project:

- Project Management
  - Contracting with the Team members
  - Coordination
  - Check in calls and status reports
- Public Engagement and Agency Coordination
  - Project kickoff meeting with city staff
  - Initiation of project webpage
  - Initial stakeholder outreach
  - Stakeholder meeting
- Surveying
  - Boundary research and calculations
  - Boundary resolution
  - Aerial survey and ground shots, limited to key areas
- Utility Coordination & Location
  - Procurement of utility provider system maps for the Project Area
  - Dispatch of GPR crew to mark locations of underground utilities
- Studies
  - Circulation Study to cover Planning Area
  - Parking Study – adjacent to Stateline Avenue, Project Area
  - Drainage – Deferred
  - Geotechnical – Deferred

| Engineering | Per Hour |
|---|---|
| Director | $320 |
| Group Manager | 305 |
| Senior Project Manager – Special Projects | 280 |
| Assistant / Project / Senior Project Manager | 230/260/275 |
| Staff / Project / Senior Hydrogeologist | 210/220/230 |
| Staff / Project / Senior Engineer | 210/220/235 |
| Assistant / Project / Senior Project Coordinator | 165/200/215 |
| Project / Senior Project Designer | 180/190 |
| Engineering Technician I / II / III | 115/155/170 |
| **Construction** | **Per Hour** |
| Director | $320 |
| Materials Engineering Manager | 285 |
| Assistant / Project / Senior Project Manager | 230/260/275 |
| Staff / Project / Senior Geotechnical Engineer | 210/220/235 |
| Construction Services Supervisor / Engineer | 195/210 |
| Assistant / Project / Senior Project Coordinator | 165/200/215 |
| Geotechnician | 190 |
| Inspector / Senior Inspector (includes nuclear gauge) | 180/190 |
| Construction Technician I / II / III | 145/155/165 |
| Materials Technician I / II / III (includes nuclear gauge) | 115/145/155 |
| Administrative Technician | 105/115/125 |
| **Surveying** | **Per Hour** |
| Director | $320 |
| Group Manager | 305 |
| Assistant / Project / Senior Project Manager | 230/260/275 |
| Staff / Project / Senior Surveyor | 210/220/235 |
| Assistant / Project / Senior Project Coordinator | 165/200/215 |
| Photogrammetrist / Photogrammetry Manager | 155/180 |
| GIS Analyst | 155 |
| Surveying Technician I / II / III | 115/155/170 |
| Party Chief | 200 |
| **Administrative & Other Services** | **Per Hour** |
| Administrative Support | $135 |
| Copy & Print Services | Cost + 15% |
| Mileage (per mile) | 0.75 |

- Fees for prevailing wage rate projects are available upon request.
- Map filing, checking, consulting, and other fees paid on behalf of the client shall be billed at cost plus fifteen percent (15%).
- Overtime hours will be billed at 1.5 times the standard rate where applicable.
- Survey and Field crew billing rates include standard field survey equipment and truck up to 30 mile radius, after which mileage rates apply
- Fees for depositions and testimony will be billed at two (2) times the standard billing rates

**These rates apply to services rendered through December 31, 2024. Services provided after this date will be invoiced according to the Standard Fee Schedule in effect at that time.**

## 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:
Tim Russell, PE, Engineering Director

By:_____

**EXHIBIT D**

**Certificate of Insurance**

# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 12/19/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

| PRODUCER | CONTACT NAME: Jessica Carroll |
|---|---|
| L/P Insurance Services LLC<br>300 East 2nd Street<br>Suite 1300<br>Reno NV 89501 | PHONE (A/C, No, Ext): (775) 996-6000 FAX (A/C, No): (775) 473-9288<br>E-MAIL ADDRESS: jessica.carroll@lpins.net |

| INSURED | INSURER(S) AFFORDING COVERAGE | NAIC # |
|---|---|---|
| Lumos & Associates, Inc. dba: Lumos and Associates<br>Tobey Wade Consulting<br>950 Sandhill Rd, Ste. 100<br>Reno NV 89521 | INSURER A: Phoenix Insurance Co | 25623 |
| | INSURER B: Travelers Property Casualty Co of Ameri | 25674 |
| | INSURER C: Charter Oak Fire Insurance Co | 25615 |
| | INSURER D: Travelers Casualty & Surety Co of Ameri | 31194 |
| | INSURER E: Arch Specialty Ins Co/Coalition | 21199 |
| | INSURER F: | |

**COVERAGES** **CERTIFICATE NUMBER:** CL23121994211 **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<br>[ ] CLAIMS-MADE [X] OCCUR<br>X Drone/Watercraft Liability Included<br>GEN'L AGGREGATE LIMIT APPLIES PER:<br>X POLICY [ ] PRO-JECT [ ] LOC<br>[ ] OTHER: | | | A.M. Best Rating: A++ XV<br>P6303F300743PHX23 | 12/30/2023 | 12/30/2024 | EACH OCCURRENCE<br>DAMAGE TO RENTED PREMISES (Ea occurrence)<br>MED EXP (Any one person)<br>PERSONAL & ADV INJURY<br>GENERAL AGGREGATE<br>PRODUCTS - COMP/OP AGG<br>[ ] | $<br>$<br>$<br>$<br>$<br>$<br>$ | 1,000,000<br>1,000,000<br>10,000<br>1,000,000<br>2,000,000<br>2,000,000 |
| A | AUTOMOBILE LIABILITY<br>X ANY AUTO<br>[ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS<br>X HIRED AUTOS X NON-OWNED AUTOS<br>[ ] | | | A.M. Best Rating: A++ XV<br>8101L5008512343G | 12/30/2023 | 12/30/2024 | COMBINED SINGLE LIMIT (Ea accident)<br>BODILY INJURY (Per person)<br>BODILY INJURY (Per accident)<br>PROPERTY DAMAGE (Per accident)<br>[ ] | $<br>$<br>$<br>$<br>$ | 1,000,000 |
| B | X UMBRELLA LIAB X OCCUR<br>[ ] EXCESS LIAB [ ] CLAIMS-MADE<br>[ ] DED X RETENTION $ 0 | | | A.M. Best Rating: A++ XV<br>CUP3K0890112343<br>Follows Form | 12/30/2023 | 12/30/2024 | EACH OCCURRENCE<br>AGGREGATE<br>[ ] | $<br>$<br>$ | 5,000,000<br>5,000,000 |
| C | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY<br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N: N N/A<br>(Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below | | | A.M. Best Rating: A++ XV<br>UB3P3503902343G | 12/30/2023 | 12/30/2024 | X PER STATUTE [ ] OTH-ER<br>E.L. EACH ACCIDENT<br>E.L. DISEASE - EA EMPLOYEE<br>E.L. DISEASE - POLICY LIMIT | $<br>$<br>$ | 1,000,000<br>1,000,000<br>1,000,000 |
| D | Professional/Pollution<br>Architects/Engineers | | | A.M. Best Rating: A++ XV<br>107906413 | 9/30/2023 | 4/1/2025 | Limit Per Claim<br>Aggregate | | $2,000,000<br>$4,000,000 |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Project: All Jobs / Additional Interest Name(s): City of South Lake Tahoe, its elected or appointed officers, officials, employees, agents and volunteers.
See Attached Additional Comments/Remarks page for information regarding additional coverage terms and Additional Insured status.

**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

Jessica Carroll/JESS Jessica L. Carroll

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# COMMENTS/REMARKS

Insurer E: Cyber Liability / Policy #C4NHM084997CYBER2023 / Effective 03/31/2023 - 03/31/2024 - Limit of Liability $2,000,000 Each Claim.

Continued from Description of Operations Section:

NAMED INSURED: LUMOS & ASSOCIATES, INC.

When Named Insureds operations are performed for Certificate Holder and/or entities listed in Description of Operations on the Acord 25 form pursuant to a valid written contract or agreement executed by the Named Insured prior to loss, in accordance with the noted policy(ies): Additional Insured Status is determined by attached GL Form #CGD414(04/08) and #CGD379(02/19), Auto Form #CAT353(02/15) and #CAT474(02/16); Waiver of Subrogation Status is determined by GL Form #CGD379(02/19), Auto Form #CAT353(02/15), Workers Compensation Form #WC000313 & WC990376 (CA); Primary and Non-Contributory Status is determined by GL Form #CGD414(04/08) and Auto Form #CAT474(02/16). Umbrella/Excess Liability Follows Form.


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# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**9

**Agenda Item:** Amendment No. 2 to Agreement with Wildscape Engineering, Inc. for Additional Design Services for the Upper Bijou Park Creek Watershed Restoration Project

**Executive Summary:** The Upper Bijou Park Creek Watershed Restoration Project is a watershed-scale project seeking to address water quality and flooding issues in a phased approach in order to provide treatment for urban runoff from roadways, commercial and residential areas in an approximately 850-acre watershed that discharges to Lake Tahoe via the Ski Run Marina. The City completed Phase 1 in 2018 with the redevelopment of the Knights Inn hotel, replacing the failing storm drain infrastructure with new storm water treatment basins and conveyance system integrated in the Whole Foods/Southwest Corner redevelopment project. The City is currently in Phase 2 of the project, focused on the large upper watershed area that is subject to historic flooding, development impacts in SEZ areas, and water quality issues. On June 15, 2021, the City Council approved Resolution 2021-046, which authorized staff to apply for Lake Tahoe Restoration Reauthorization Act funding from the U.S. Forest Service, accepted the grant funds, and appropriated the $750,000 in grant revenue. On June 7, 2022, the City Council approved Resolution 2022-066, which authorized a grant amendment for the project to increase the funding from the US Forest Services by an additional $1,000,000 with 12% ($120,000) of City Matching funds. On September 7, 2021, the City Council approved a contract with Wildscape Engineering, Inc. for professional services to complete the environmental document, plans, specifications, and estimates and property acquisition services for this project for a not to exceed the amount of $460,906.69, plus $7,500 in contingency budget. On March 14, 2023, the City Council passed a motion authorizing Amendment 1 to the professional services agreement with Wildscape Engineering, Inc. for additional services related to the project for a total not-to-exceed contract amount of $483,320.69. During the project, additional services that were originally unforeseen and outside the original scope of work arose. These include additional surveying and hydraulic modeling needs for a property recently acquired by the City for the project, supplemental potholing of existing utilities, changes to the design plans that were not originally anticipated, Caltrans technical reports to support design of the Osgood Basin Expansion, additional wetland delineation for an expanded project area south of Shirley Avenue, and minor project management services. The total cost for the additional services is $54,863.40 for a total not-to-exceed contract amount of $538,184.09.

**Requested Action / Suggested Motions:** Pass a Motion authorizing and directing the Mayor to execute Amendment No. 2 to the Agreement with Wildscape Engineering, Inc. for additional design services for the Upper Bijou Park Creek Watershed Restoration Project for the amount of $54,863.40 for a total not-to-exceed contract amount of $538,184.09.

**Responsible Staff Member:** Jason Burke, Complete Streets Program Manager and Brianna Greenlaw, Associate Civil Engineer

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

**Attachments:**

01-Staff Report - Wildscape Amentment No. 2.docx
02-Project Location Map.pdf
03-C-106-2021 Wildscape.pdf
04-C-028-2023 Wildscape Amendment1.pdf

05-Wildscape PSA Amendment 2.pdf

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

**Meeting Date: June 18, 2024**

**Title: Amendment No. 2 to Agreement with Wildscape Engineering, Inc. for Additional Design Services for the Upper Bijou Park Creek Watershed Restoration Project**

**Location:** Bijou Park Creek Watershed

**Responsible Staff Member:** Jason Burke, Complete Streets Program Manager, and Brianna Greenlaw, Associate Civil Engineer

**Background:** The Upper Bijou Park Creek Watershed Restoration Project (Project) is a watershed-scale project seeking to address water quality and flooding issues in a phased approach in order to provide treatment for urban runoff from roadways, commercial and residential areas in an approximately 850-acre watershed that discharges to Lake Tahoe via the Ski Run Marina. (See Attachment 2 Project Location Map.) The City completed Phase 1 in 2018 with the redevelopment of the Knights Inn hotel, replacing the failing storm drainpipe with new stormwater treatment basins and conveyance system integrated in the new Wholefoods/Southwest Corner redevelopment project. The City is currently in Phase 2 of the project, focused on the large upper watershed area that is subject to historic flooding, development impacts in SEZ areas, and water quality issues. The upper watershed project includes plans to restore SEZ and floodplain areas, provide drainage solutions to support future active transportation improvements focused on the Bijou Community School and phase 1c of the Dennis Machida Memorial Greenway Trail, and include distributed natural treatment systems to reduce sediment and nutrients loads in urban runoff that has the potential to impact Lake Tahoe.

On June 15, 2021, the City Council approved Resolution 2021-046, which authorized staff to apply for Lake Tahoe Restoration Reauthorization Act funding from the U.S. Forest Service, accepted the grant funds, and appropriated the $750,000 in grant revenue. On June 7, 2022, the City Council approved Resolution 2022-066, which authorized a grant amendment for the project to increase the funding from the US Forest Services by an additional $1,000,000 with 12% ($120,000) of City Matching funds.

On September 7, 2021, the City Council approved a contract with Wildscape Engineering, Inc. for professional services to complete the environmental document, plans, specifications, and estimates and property acquisition services for this project for a not to exceed the amount of $460,906.69, plus $7,500 in contingency budget. (See Attachment 3 for Original Agreement.) On March 14, 2023, the City Council passed a motion authorizing Amendment 1 to the professional services agreement with Wildscape Engineering, Inc. for additional services related to the project for a total not-to-exceed contract amount of $483,320.69. (See Attachment 4 for Amendment 1 to the Agreement.)

**Issue and Discussion:** Wildscape Engineering has been working on all the project's tasks in their scope of services. During the project, additional services that were originally unforeseen and outside the original scope of work arose. These include additional surveying and hydraulic modeling needs for a property recently acquired by the City for the project, supplemental potholing of existing utilities, changes to the design plans that were not originally anticipated, Caltrans technical reports to support design of the Osgood Basin Expansion, additional wetland delineation for an expanded project area south of Shirley Avenue, and minor project management services. City staff has reviewed the additional services request and concurs with the extra work. The total cost for the additional services is $54,863.40 for a total not-to-exceed contract amount of $538,184.09. (See Attachment 5 for Amendment 2 to the Agreement.)

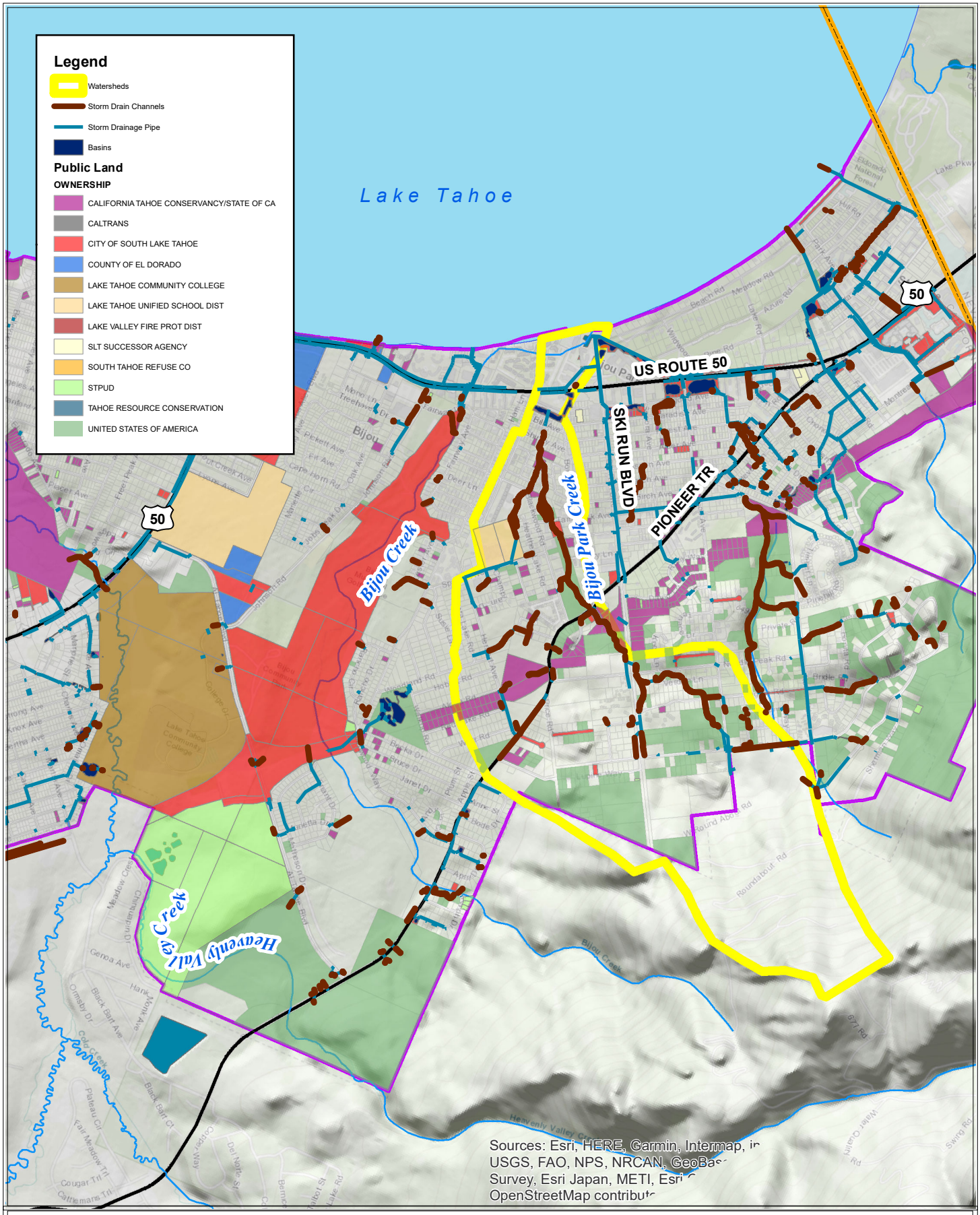
**Financial Implications:** The City has received total grant funds in the amount of $1,750,000 from the US Forest Service. Additionally, the City has allocated $120,000 in Undesignated General Funds as a matching component. Therefore, the current total budget for the project is $1,870,000, with $486,321 allocated for planning, engineering, and design and $1,266,679 allocated for construction.

Staff is proposing to transfer $54,863.40 from the construction phase to the planning, engineering, and design phase to finish the design of the overall watershed project and construction of the Rockwood to Blackwood portion of the project before the grant expires in 2026. Approval from the Forest Service staff has been obtained. The new distribution of the funds will be:

Engineering Design - Account 301-40051-48020: $538,184.09
Right of Way and Construction - Account 301-40051-48030: $1,211,815.91

**Environmental Considerations:** After completing all public noticing and review period required by relevant state laws, the Planning Commission adopted the CEQA Initial Study/Mitigated Negative Declaration for the Project on November 19, 2020 (SCH # 202090564). On May 16, 2024, the Planning Commission adopted an addendum to the CEQA Initial Study/Mitigated Negative Declaration for the Project.

**Policy Implications:** Completing the engineering designs and permitting will develop a project included in the Pollutant Load Reduction Plan to reduce fine sediment particles and nutrients in urban runoff, as required by the Lake Tahoe TMDL. The project will also seek to mitigate drainage and flooding issues along Blackwood Avenue and around the Bijou Elementary school, as identified in the recently updated Drainage Master Plan. In accordance with Strategic Priority 5.5 (Fiscal Sustainability, Resiliency & Transparency), staff recommends that the City Council approve this agreement, which is primarily grant funded and will help achieve Strategic Priority 5.3 (Infrastructure and Maintenance) to develop sustainable capital improvement infrastructure projects.




**Department Of Public Works - Engineering Division**

# Bijou Park Creek
## Watershed Location

0 500 1,000 2,000
Feet

Eric Friedlander
City of South Lake Tahoe
3/15/2019

Document Path: J:\PWCS 2016\16-30140051_Upper Bijou Park Creek Restoration\26_RFP\2019_Planning_Design\(01)RFP Files\BasemapPortrait 03062017.mxd

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# CITY OF SOUTH LAKE TAHOE
# PROFESSIONAL SERVICES AGREEMENT

This Agreement is made and entered into as of the 7th day of September 2021 by and between the **City of South Lake Tahoe**, a municipal corporation ("City") and Wildscape Engineering, Inc.("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, "Bijou Park Creek Watershed Restoration Project Phase 2 Engineering Services Scope,"** 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.

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

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 **$460,906.69** 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.

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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

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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,

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

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

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

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

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

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

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

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

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

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

15. Insurance Requirements.

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

i. Workers' Compensation Coverage. Consultant shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for his/her employees in accordance with the laws of the State of California. In addition, Consultant shall require each subcontractor to similarly maintain Workers' Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation of all Workers' Compensation policies must be received by City at least thirty (30) days prior to such change. Consultant shall provide thirty (30) days written notice of nonrenewal of any

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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:

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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

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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

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the City Council shall be final and shall be appealable only to the El Dorado Superior Court pursuant to California Code of Civil Procedure §1094.5, and as provided by law.

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

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

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

23. Drug-Free Workplace Certification. By signing this Agreement, Consultant hereby certifies under penalty of perjury under the laws of the State of California that the Consultant will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code Section 8350, et seq.) and will provide a drug-free work place by taking the following actions:
    a. Publish a statement notifying employees that unlawful manufacture, distribution dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355 (a).

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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.

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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

Joe Irvin
City Manager

Date 9/10/2021

CONSULTANT:

By Carol W Beahan

Carol Beahan, P.E., President
Wildscape Engineering Inc.

Date AUGUST 23, 2021

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APPROVED AS TO FORM:

By Heather Stroud _____ Date 9/10/2021 _____

Heather Stroud
City Attorney

ATTEST:

By _____ Date 9/10/2021 _____

Susan Blankenship, City Clerk

Attachments:

Exhibit A – Scope of Services
Exhibit B – Compensation Schedule
Exhibit C - Anti-Lobbying Certification

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

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# EXHIBIT A

## SCOPE OF SERVICES

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# Bijou Park Creek Watershed Restoration Project
# Phase 2 Engineering Services Scope

*Prepared for*

Public Works Department
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA
96150

*Submitted by*

Wildscape Engineering Inc.
South Lake Tahoe, CA

August 20, 2021

C-106-2021

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WILDSCAPE ENGINEERING

*Civil and Restoration Design Services*
*www.wildscape-engineering.com*
*(530) 600-1810*

August 20, 2021

Jason Burke
Project Manager
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

**Re: Phase 2 Scope for Final Engineering Design, Planning and Permitting Services for the Bijou Park Creek Watershed Restoration Project**

Dear Mr. Burke,

Respectfully submitted is our updated Final Engineering Design and Planning Services Scope for the second phase of the Bijou Park Creek Watershed Restoration Project. Wildscape Engineering, Inc. is pleased and excited to continue to provide professional engineering and related services to develop and advance the stormwater collection, conveyance, and treatment improvements for the Bijou Park Creek Watershed to final construction documents and permits.

Please contact me if you have questions or need additional information. Our entire team looks forward to continuing on this important project.

Sincerely,



Carol Beahan, PE, QSD, President
carol@wildscape-engineering.com
(530) 600-1810 / (415) 517-1375 cell

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## CONTENTS

I. Introduction ..... 1
II. Scope of Work Understanding ..... 1
Overview ..... 1
Project Work Tasks and Approach ..... 1
TASK 1. Project Management, Outreach, Public Meetings, and Coordination ..... 2
TASK 2. Site Surveying ..... 2
TASK 3. Hydrologic and Hydraulic Analysis ..... 3
TASK 4. Environmental documents ..... 4
TASK 5. License Agreements and special use permits ..... 6
TASK 6. Permitting ..... 9
TASK 7. 60% Design level ps&e documents ..... 10
TASK 8. 90% PS&E ..... 12
TASK 9. 100% Bid documents ..... 12
TASK 10. Bid Assistance ..... 13
TASK 11. Construction engineering (CE) ..... 13

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# I. INTRODUCTION

We are pleased to provide this update to the Phase 2 scope and costs for the continuation of the Bijou Park Creek Restoration Project (Project) for the City of South Lake Tahoe. **Wildscape Engineering Inc. (Wildscape Engineering)** will proceed with the same team of design and environmental experts that were originally contracted for both Phase 1 and Phase 2. Together with our sub-consultants, **Northwest Hydraulic Consultants (NHC), Nevada Tahoe Conservation District (NTCD), Catalyst Environmental Solutions Corporation (Catalyst), Insite Land Surveys, Western Botanical Services, Interwest Consulting Group, and Lynn Barnett & Associates** we have decades of experience and several implemented projects in the Tahoe Region, including direct experience in the Bijou Park Creek watershed from the Heavenly Ski Resort headwaters to the lower urbanized drainages. We are cognizant of the need to design facilities that will be reliable over the long term and easy to access and maintain. We also recognize the threat of unintended consequences, such as raising water tables in locations where drainage problems do not currently exist.

# II. SCOPE OF WORK UNDERSTANDING

## OVERVIEW

The 850-acre Bijou Park Creek watershed represents a highly altered watershed due to the diversion of the headwaters of Keller Canyon at Heavenly Valley Ski Resort into it. The artificial expansion of the watershed has greatly increased peak flows, which directly leads to flooding problems in the lower watershed, particularly in the vicinity of Bill and Shirley Avenues. Early development of the low-lying properties in or adjacent to SEZs such as along Blackwood Avenue and in the vicinity of Woodbine have only exacerbated the problems. Phase 1 aimed for water quality improvements and flood alleviation via various means and locations listed here and carried through 30% designs and CEQA document. The Project Team will continue to refine the designs through 60, 90 and 100 percent detail, complete the appropriate NEPA environmental document and special studies, and be open and flexible to change as new information and priorities emerge.

30% Project List

- Needle Peak Localized Treatment
- Shirley to Whole Foods
- Osgood Expansion
- Ski Run Blvd Diversion
- Pioneer Crossing Culvert
- Bijou Park Creek SEZ Enhancement
- Upper Bijou Park Creek
- Keller Canyon Bypass
- Bijou School Frontage Drainage Improvements
- Rockwood to Blackwood Drainage Improvements
- Aloha Basin

## PROJECT WORK TASKS AND APPROACH

The following Project Work Tasks are a composite of those listed in the RFP #02-01-2019 altered to reflect the later phases of design and with modifications to better inform and guide stakeholders, develop a legally-defensible NEPA document, acquire the necessary land use permissions, and develop fully executable and sound plans, specifications, and cost estimates for 65, 90, and 100% designs.

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## TASK 1. PROJECT MANAGEMENT, OUTREACH, PUBLIC MEETINGS, AND COORDINATION

### 1.1 TAC, Public, and Client Meeting Continued Coordination and Participation, Project Management

The Project Manager will coordinate directly with the City of South Lake Tahoe (City) Project Manager and the design team members to schedule, prepare for, and facilitate all design team meetings, property owners' meetings, public meetings, and Technical Advisory Committee (TAC) meetings. We will prepare all draft meeting agendas, presentations, public outreach materials (meeting letters & notices), sign-in sheets, plan sheets, materials samples, etc. for the City's review prior to finalizing and displaying/sharing in the various meeting forums.

This task includes time to coordinate with concurrent project efforts in the vicinity of Bijou Park Creek including the California Tahoe Conservancy's Greenway Project, Southwest Gas and South Tahoe Public Utility District utility line upgrades and the Pioneer Trail Pedestrian Improvement Project.

This task includes time to prepare for and participate in 60% and 90% Design Review Meetings with City staff and TAC members. Under this task, we will produce high quality exhibits to help portray the design development information, amenity features, and planning stages to the attendees at the various meetings stated above.

### 1.2 Phase 2 Kick Off Meeting

We propose as part of Task 1 to conduct a Phase 2 Kick Off meeting in the field with the City and Design Team to review existing conditions, 30% designs, and proposed design changes. This meeting will specifically discuss evaluating the capacity and inner workings of the Wildwood Basin and Overflow to accommodate potential changes to the location of Keller Bypass.

### 1.3 Planning Commission and City Council Meetings

There is a critical need to keep both the Planning Commission and City Council appraised of milestones, accomplishments, and deliverables. The regularly scheduled meetings of these bodies provide an opportunity to solicit feedback from both the council and commission members as well as the general public in short workshop-type agenda items. Our Project Manager will lay out and reach agreement with the City Project Manager the key design deliverables that should be presented in this way to these committees to streamline the Major Design Review process and Catalyst and key team members will present to the City Planning Commission and City Council the NEPA documents for discussion and adoption.

## TASK 2. SITE SURVEYING

Some supplemental surveying of existing stormdrain infrastructure is required to refine the 30% designs moving into 60% detail and evaluate proposed changes. For example, inlet elevations of the recently installed culvert crossings at Pioneer Trail and Charlesworth Court will be surveyed in order to accurately show current conditions on the plans. Additional survey data will be collected on Spruce Avenue infrastructure to inform the Bijou School Frontage Drainage Improvement designs and on Sonora Avenue down to Osgood Basin in order to inform designs for the potential revised Keller Clean Water Bypass alignment down Sonora rather than Ski Run.

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In order to fine tune the Bijou Park Creek hydraulic model completed during Phase 1 that was based on available LiDAR topographic data and therefore didn't fully capture the current channel and floodplain details, we propose conducting a Total Station topographic survey of the Bijou Park creek channel and floodplain within the project limits. Wildscape and NTCD engineers will conduct the survey and consult with NHC and the landowner and key stakeholder, USDA Forest Service Lake Tahoe Basin Management Unit (LTBMU) to ensure all key channel and floodplain data is collected in sufficient detail.

### 2.1 Supplemental Survey for Stormdrain Design and Bijou Park Creek Hydraulic Model Refinement

Supplemental surveying will be conducted to capture additional existing pipe inverts including a full utility survey/dip for Keller Bypass, additional survey data for Bijou School, the recently installed pipeworks at Pioneer Crossing and areas along Blackwood to support detailed design development.

To develop a more comprehensive and accurate hydraulic model to inform restoration designs for Bijou Park Creek a Total Station survey will be conducted to collect the channel longitudinal profile, representative cross-sections, and cross-valley berms to sufficiently define the HEC-RAS 2-D surface, adjacent pavement elevations, and key drainage inputs. This effort will facilitate a more accurate hydraulic assessment of the channel capacity, determine any potential flood risk to adjacent property or infrastructure and help refine stream restoration designs of the Bijou Park Creek Restoration project, the Rockwood to Blackwood outfall, and improvements where the creek crosses Tamarack Ave and Warner Salas Dr.

Property boundary surveys will be conducted for up to five parcels by licensed Land Surveyor, Chip Brejc of Insite Land Surveys to support lot line adjustments, easements and/or real property acquisitions necessary to construct the project.

### 2.2 Utility Coordination and Identification

This task will build off the utility information collected and incorporated in the 30% plans and where conflicts may be unavoidable, we will work cooperatively with the various utilities to perform potholing using high accuracy GPS or land surveying instruments for recording and documenting in order to precisely determine elevations and any necessary avoidance measures.

**Task 2 Deliverables**:

- All survey control and survey data points as CAD files.
- Electronic and hardcopies of updated Topographic Base Map

## TASK 3. HYDROLOGIC AND HYDRAULIC ANALYSIS

Hydrologic and hydraulic analysis will continue building off of the efforts completed during Phase 1 in order to investigate new alternatives introduced during the later stages of 30% design and support design development as it moves through 60% and 90% detail levels.

### 3.1 Hydrology and Hydraulics Study for Revised Keller Bypass and Wildwood Basin

Recent comments received from the City upon review of the 30% designs included a request to explore the feasibility of an alternative route for the Keller Clean Water Bypass project. Up to three alternatives will be explored that utilize streets other than Ski Run for the bypass. Determining the feasibility of alternative routes and a possible alternative outlet (the Wildwood Basin outlet instead of the Osgood Basin outlet) will require

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further hydraulic analysis, an additional site visit, and continued consultation with the City. There is already a substantial amount of information related to the hydraulics in this area so further exploration should be minimal.

### 3.2 Updates to PLRM

Since sediment removal is a key objective of this project, the PLRM will be updated as the project progresses to evaluate the impacts of the proposed design on water quality. The team will provide technical support to the City Project Manager to update the models as designs are further developed.

### 3.3 Bijou Park Creek 2-Dimensional Hydraulic Model

As discussed in Task 2.1 further refinement to SEZ design features is needed and will require further development of a 2-dimensional hydraulic model with the additional creek and floodplain field survey data collected under Task 2.

The development of the 2-dimensional hydraulic model involves pulling the field survey and LiDAR topographic data into a digital elevation model, applying appropriate Manning's n values based on creek and floodplain cover/condition, establishing boundary conditions, and calibrating if possible, using any known stage-discharge relationships. Once operational and calibrated the model will be used to infer existing and future hydraulic conditions under scenarios corresponding with up to two restoration design alternatives. Results from the hydraulic modeling that will inform design development include modeled stage-discharge relationships across the project site, shear stresses induced on the stream channel, banks and floodplain, and flow velocities and preferential flow paths through the floodplain improvement areas.

### 3.4 Osgood to Wildwood to Lake Hydraulic Analysis (NEW TASK)

Based on previous hydraulic analysis of the Wildwood Basin overflow capacity, NHC will estimate the maximum amount of flow to be diverted into the expanded Osgood Basin and provide recommendations on the hydraulic design of the diversion into the expanded basin. Our design and water resource engineers will analyze the expanded Osgood basin outlet pipe capacity at various tailwater elevations in Wildwood to check that the proposed design will not cause any backwatering into Osgood basin.

**Task 3 Deliverables**:

- Supplemental Hydrology and Hydraulics Report with figures and appendices.

## TASK 4. ENVIRONMENTAL DOCUMENTS

*Preparation of environmental documents will be led by Catalyst. Under this task, Catalyst will base their approach on their expert knowledge of NEPA guidance, and other associated applicable policies and guidelines. While the CEQA has been completed some final steps are required to complete NEPA.*

### 4.1 Updates to Proposed Project Description for NEPA and CEQA

Catalyst and Wildscape have discussed NEPA compliance with USFS to determine the preferred path forward. The USFS has indicated that the Project may be processed as a Categorical Exclusion, in which case, USFS would complete NEPA internally and Catalyst would provide USFS staff with supporting documentation as-requested.

### 4.2 CEQA Compliance – Addendum to the MND

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Catalyst will prepare an Addendum for the CEQA Mitigated Negative Declaration (MND) to analyze potential impacts of the Keller Clean Water Bypass Project design. Under CEQA Guidelines Section 15164, the responsible agency (City of South Lake Tahoe) must prepare an addendum to an adopted MND if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for Environmental Impact Report (EIR) have occurred.

The following outline demonstrates how the addendum could be structured and the contents to be included:

- Introduction
- Summary of Proposed Project
- Proposed Modification to the Mitigated Negative Declaration and Basis for an Addendum
- Project Description
- Analysis of Potential Environmental Impacts Associated with the Proposed Modification
- Conclusions
- List of Preparers
- References

The addendum need not be circulated for public review but can be included in or attached to the final adopted negative declaration.

### 4.3 Tribal Notification Letter and Section 106 Letters

Catalyst will prepare a draft tribal engagement letter and submit to USFS for review/edit. We will finalize the letter and resubmit to USFS. In the event that a Tribe wishes to engage in government-to-government consultation, Catalyst will support USFS in this consultation and memorialize the exchange with notes and records.

### 4.4 Baseline Cultural Assessment and Report

Coordinate and perform the required cultural resource surveys required by USFS. We will build off the CHRIS records search findings and work with USFS to determine additional data needs for known cultural resources. If field data is required, we will prepare a survey protocol memorandum and submit to USFS for review/comment to ensure the proposed protocols satisfy Section 106 and NEPA requirements. We will coordinate/perform the surveys in coordination with USFS and will memorialize the data collected with field notes, pictures, and GPS data. We will develop a draft technical memorandum that reports the survey findings and submit to USFS for review/comment. We will finalize this technical memorandum based on USFS comments and incorporate the results/findings into the NEPA document.

### 4.5 Botanical and Jurisdictional Waters Surveys on USFS Lands

Based on the urban nature of the project area, USFS will not require any wildlife surveys (per communication with USFS biologist, Shay Zanetti on July 22, 2021), therefore, we assume no Endangered Species Act consultation would be required either. Catalyst will coordinate the required botanical surveys required by USFS. Julie Etra of WBS will coordinate/perform surveys for resident vegetative communities. Botanical surveys will be performed during the appropriate seasonal survey windows and will memorialize the data collected with field notes, pictures, and GPS data. The team will develop a draft technical memorandum that reports the survey findings and submit to USFS for review/comment. We will finalize this technical memorandum based on USFS comments and incorporate the results/findings into the NEPA document.

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Invasive plants will be identified as part of the botanical survey and a standalone Invasive Plant and Monitoring Plan per LTBMU requirements will be produced to support final design and construction.

Catalyst will coordinate with WBS, who will also perform a jurisdictional delineation (JD) of potential waters of the U.S. per the Clean Water Act. We will develop a wetlands/JD survey protocol memorandum and submit to USFS for review/comment. We will coordinate/perform the survey while inventorying the project area's vegetation/botanical resources and will memorialize the data collected with field notes, pictures, and GPS data. We will develop a draft technical memorandum that reports the delineation's findings and submit to USFS for review/comment. We will finalize this technical memorandum based on USFS comments and incorporate the results/findings into the NEPA document.

### 4.6 NEPA Categorical Exclusion Support

Catalyst will support USFS in the preparation of a Categorical Exclusion and will provide requested technical documents and clarifications regarding the ECD/MND. We will participate in up to three calls with the USFS IDT to discuss the ECD/MND, baseline info, and impacts. It is assumed that USFS will prepare the Categorical Exclusion and perform the necessary consultations, and that no new technical analysis is required for the Categorical Exclusion beyond what has been prepared for the ECD/MND.

**Task 4 Deliverables**

- Submittal of one (1) CEQA MND Addendum
- Submittal of one (1) Draft, Final Tribal Engagement Letters
- Submittal of one (1) Cultural Resources Technical Memorandum
- Submittal of one (1) Botanical/Vegetation Technical Memorandum
- Submittal of one (1) Invasive Plant Survey and Monitoring Report

## TASK 5. LICENSE AGREEMENTS AND SPECIAL USE PERMITS

### 5.1 License Agreements and Special Use Permits

The team will coordinate with the public agencies other than the City of South Lake Tahoe, for the parcels identified in the 30 percent plans for project improvements, as necessary to begin the permitting process. All public parcels advantageous to restoration and stormwater treatment have been identified and mapped in the 30 percent plans and the team will generate a list and figures unique to each owner for submission. Public parcels are typically preferred for stormwater improvements and restoration work as the cost to the project is much lower than acquiring private parcels. To conduct project activities on California Tahoe Conservancy (CTC) parcels, the City must enter a license agreement with CTC that details the use of the land, the benefits to the public, and the long-term maintenance. A similar process is required for USFS-owned parcels; Special Use Permits must be applied for an obtained to use the parcel for project activities.

We will reach out to key staff at the CTC and USFS to discuss the use of these parcels for the Project and prepare the necessary documents such as an alternatives evaluations and special use permit applications for each desired parcel. We have experience finalizing both license agreements and special use permits with both agencies and a strong relationship with the key personnel at the CTC and the USFS. NTCD will lead this task and work with City staff as necessary to complete it.

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### 5.2 TRPA Land Capability Verification

The TRPA Land Capability designations incorporated in the 30% plans will be further assessed if required for permitting the individual proposed projects. Our team will coordinate and conduct TRPA Land Capability Verification analysis on property within the City rights-of-way, land acquisitions (should there be any), and assist the City with resolving surface coverage related permit conditions that may be required within the TRPA permit for the project. We will include existing condition and proposed conditions Land Capability Study calculation summary tables on the project construction plans.

### Real Property acquisitions

The preliminary plans have largely avoided the use of any private parcels not already acquired by the City of SLT to implement the preferred alternatives, however as we move through 60% design development, a few private parcels will require easement acquisitions, including the private road and 1 to 2 of the individual lots within the Mobile Home Park on Blackwood. There is also the possibility of a private property acquisition and/or a lot line adjustment for a parcel in the lower portion of the watershed to enable the most beneficial design.

This is also a critical piece of the Special Use Permit application which often requires an analysis of acquiring private parcels versus using federal parcels. We will compile necessary information on any private parcels using the El Dorado County Assessor's website and the Tahoe Regional Planning Agency website. Useful information would include site coverage, land capability, any existing deed restrictions, assessed value, and recent sale value, if applicable. Using this information, we will evaluate if deed restrictions, conservation easements, or land swaps are a viable solution and preferentially pursue those options over full acquisition. If the analysis reveals that full acquisition is the best path forward, the team will reach out to the private property owners to discuss the project and potential purchase of the property. We will prepare one page outline that describes the Project and its benefits to the watershed and potential sellers. We will inform the property owners of their rights related to California Code of Civil Procedure as well as the rights of the City to use eminent domain if negotiations fail; however, we will continue negotiations as long as possible to secure the necessary properties. We will prepare any documents required for real property acquisition including offer letters, purchase and sale agreements, easement acquisition agreements, appraisal reports, warrant reports, and property acquisition reports for each property.

NTCD has extensive experience working with private property owners to implement restoration and water quality projects and will lead the outreach and coordination for this task. NTCD's previous experience has involved a variety of landowner agreements and acquisitions. We also have Interwest Consulting Group and Lynn Barnett and Associates to assist with appraisals, purchase agreements, and title, escrow, and closing. Both firms have extensive experience with public agencies and real property acquisitions in the Lake Tahoe Basin.

### 5.3 Appraisals

The team of Interwest and Lynn Barnett & Associates will be provided preliminary title reports, appraisals, and applicable environmental reports such as Phase I ESA's and as applicable Phase II ESA An appraisal of each property identified for acquisition will be completed in conformance with federal and state policy. Each property owner will be contacted by the consulting firm and given the opportunity to accompany the

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appraiser during the appraisal. The City's Project Manager will also be given the opportunity to attend. We will prepare an appraisal report containing at a minimum, the following information:

- The purpose and function of the appraisal, including limiting factors and conditions;
- A description of the physical characteristics of the property being acquired in addition to the highest and best use of the property;
- A discussion of all relevant and reliable approaches to value. In most cases this will necessitate the use of the sales comparison approach only;
- A description of comparable sales relied on in the determination of value;
- A statement of the value of the property rights to be acquired, including damages to the remainder;
- A signed certification of the appraiser and the effective dated of the valuation.

Assumption: The costs provided assume one (1) full property acquisition with one residential housing unit requiring relocation of occupants being displaced and two (2) partial take acquisitions with no displacements requiring relocation assistance. Any additional acquisitions will cost $15,000 each and any additional relocation beyond one household will cost $7,500 per household.

### 5.4 Acquisition

Acquisition services may include making contacts with property owners of all subject parcels for the purpose of negotiating purchase price of real property or easements. Consultant will assume the responsibility of coordination and management of the negotiation process. Services will include the following;

- Preparing the offer letter and other related documents based on the appraised and accepted fair market value;
- Statement that City may take property by eminent domain for full or partial acquisitions in the event negotiations fail;
- Notification in accordance with California Code of Civil Procedure Section 1263.025 that the property owner is entitled to obtain an independent appraisal, and should the property owner elect to do so, City will pay for the actual reasonable costs up to $5,000: the independent appraisal shall be conducted by an appraiser licensed by the Office of Real Estate Appraisers;
- Summary Statement Relating to the Purchase of Real Property or Interest therein;
- Purchase and Sale Agreement or Easement Acquisition Agreement for Public Purposes, as applicable;
- Preparing the purchase agreement and conveyance documents;
- Delivering offer letter and conveyance documents to the City and Caltrans for review and approval;
- Making City requested changes as appropriate;
- Meeting with property owners to discuss the project in general, reviewing easement exhibits and legal descriptions, confirming property owner and occupant information and delivering and explaining the official first written offer;
- Maintaining follow-up contact information for property owners;
- Receiving and responding to property owner inquires either verbally or in writing and making record of such correspondence;
- Maintaining contact reports for each parcel;

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- Continuing negotiations with property owners until agreement is reached; and
- Transmitting signed agreements to the City promptly for acceptance and processing.

### 5.5 Title, Escrow, and Closing

We will assume responsibility to ensure all closings are completed in a timely manner by continuing coordination with the Title Company handling the escrows. We will work closely with the Title Company to ensure quality title is obtained. Services will include:

- Reviewing the updated title. The City will obtain updated preliminary title reports for review.
- Opening escrow, deposit funds and documents, prepare escrow instructions and monitor closing of escrows.
- Assisting the Title Company with releasing any liens, mortgages, or encumbrances of record.
- Preparing warrant requests to the City with proper supporting documentation including recommended resolutions to escrow related issues.
- Coordinating the clearing of tax requirements and assessments.
- Attending all meetings and facilitating all closings.
- Ensuring final title policies only contain exceptions that the City is willing to accept.
- Submitting a completed property acquisition report for each property, including transfer of all pertinent related documents to the City.

## TASK 6. PERMITTING

The Project Manager and key task leaders all have experience applying for and acquiring resource agency, TRPA, and City and County permits for their respective stormwater, recreation, and wetland/river restoration projects. We work cooperatively with these agencies to gain their input early on in order to incorporate agency expectations and needs within the designs as is practical, in essence, “pre-mitigate” our designs and streamline the permit acquisition process.

### 6.1 TRPA Permit

The Bijou Park Creek Restoration Project is a Lake Tahoe EIP Project (EIP Number 01.01.01.0118) and therefore will need to obtain an EIP Project Permit from the Tahoe Regional Planning Agency. During the development of the Project, the appropriate TRPA EIP Planner will be involved as a member of the Technical Advisory Committee (TAC) and will therefore have input throughout the design process. The 90% design documents will address any TRPA comments from the 60% TAC meeting and meet all requirements identified for the TRPA Permit. Utilizing the extensive work done for the NEPA/CEQA process, the Team will complete a TRPA Initial Environmental Checklist for submission with the 90% Permit Application. After obtaining a draft TRPA permit, the Team will review the contents and review the draft permit with the City so that the Design Documents can be finalized, and all regulatory requirements are conveyed to any potential bidders. For the final permit approval, the Team will send a representative to the Hearings Officer or Governing Board if necessary. The Team has successfully permitted more than 20 Lake Tahoe EIP Projects, has a good relationship with the TRPA staff, and is well versed in the TRPA process.

### 6.2 404/401/1600 Permitting

As laid out in the environmental document, the project, specifically the SEZ and wetland restoration elements will require most if not all of the resource agency’ permits listed below:

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Clean Water Act (CWA) Section 401 WQ Certification – State Water Resources Control Board

CWA Section 402, NPDES Permit - Lahontan Regional Water Quality Control Board

CWA Section 404 Permit (Dredge and Fill) – US Army Corps of Engineers

1600 Streambed Alteration Agreement Permit – California Department of Fish and Wildlife

ESA Section 7 Consultation – US Fish and Wildlife Service

Under this task our team will conduct the necessary consultations and develop the draft and final application packages working in close collaboration with the design engineers between 60% and 90% design development and submit in the required order to acquire the necessary permissions to construct. Information, mapping, and data from the surveys conducted under Task 4 will be incorporated into the permit applications. This task includes time to meet with resource agency representatives on site as needed to bring them up to speed on the site setting and need and discuss recommended measures to incorporate into the designs.

Assumptions: As stated under Section 4 no wildlife surveys will be required per Shay Zanetti at USDA Forest Service Lake Tahoe Basin Management Unit.

### 6.3 Stormwater Pollution Prevention Plans (SWPPPs)

A Draft and Final Stormwater Pollution Prevention Plan or SWPPP for up to three construction packages as described under 7.1 below will be developed to comply with the Tahoe Basin Construction Permit and Lahontan RWQCB Basin Plan. The Wildscape Team will apply its extensive experience in drafting approved SWPPPs for drainage, utility, highway, and restoration projects in and around the Tahoe basin to produce up to three well-organized, site-specific Draft and Final SWPPPs that will meet all regulatory requirements and be easily adopted and applied during construction.

**Task Deliverables:**

- Up to three (3) Draft SWPPPs
- Up to three (3) Final SWPPPs

## TASK 7. 60% DESIGN LEVEL PS&E DOCUMENTS

### 7.1 60% Plans and Technical Specifications

Incorporating comments from the City and the TAC and any identified mitigation measures or special conditions through the CEQA/NEPA process the design team will develop and present 60% design drawings, specifications, and preliminary costs to the City for review. In order to facilitate different timelines for the projects solely within USDA Forest Service lands versus those within City ROW and/or other public and private property the 60% design effort through 100% will develop up to three (3) individual plan sets and technical specification packages so that they can be bid and constructed independently. It is anticipated that one set will cover Forest Service property project elements, and one will cover the Keller Canyon Bypass Project element either as a standalone project or in combination with all other project elements.

The team will coordinate closely with the City of South Lake Tahoe to discuss alternatives when investigating major changes that arise from comments on the 30 percent plans. The plans and specifications will include construction information on all major features similar to the 30% submittal, including a title sheet, sheet index, general notes sheet, site plan with existing utilities and infrastructure, grading plan and profile sheets, pipeline

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centerline and hydraulic grade line profile sheets, temporary and permanent erosion control and BMPs, revegetation, and detail sheets. Additional design elements if not already identified during 30% design development include temporary access routes, stockpile and staging areas, and cut/fill quantities by habitat type (sufficient to initiate draft permit applications and environmental compliance documents).

All project work will be designed to minimize existing habitat disturbance, soil compaction, and infrastructure impacts.

A 60% Technical Specifications package will be developed in parallel with the plans to clearly direct the Contractor on items including but not limited to bid breakdowns, material types, installation procedures, workmanship, work restrictions, warranties, payment methods, etc. The Technical Specifications will adhere to City standards and code requirements.

### 7.2 60% Landscaping and Revegetation Plans and Specifications

At 60% design development additional plan sheets will be incorporated to include maintenance access, trail elements, fencing, and revegetation. SEZ restoration and natural areas will be stabilized with biotechnical treatments using native materials, seeding, and mulching and the design engineers will be supported by the restoration ecologist in order to incorporate site appropriate designs and specifications. There may be limited areas requiring containerized plantings and irrigation along trail connections that will be developed by the landscape designer.

### 7.3 Draft Project Design Report

In order to ensure confidence in the design plans the team will develop a Draft Project Design report that summarizes the methodologies and data used to develop the design PS&E and any decisions made to modify or move away from elements agreed upon during 30% preliminary designs. The Draft SWPPPs under Task 6.3 will be developed and submitted to the City for review at this time.

### 7.4 NEPA/CEQA Mitigation Design Requirements

As stated earlier, we often approach design development already knowing and integrating what will be required by the resource agencies, however this task will provide time to revisit any project modifications or additions that are to be folded into the plans to meet NEPA/CEQA requirements.

### 7.5 Plan Proof Field Visit

This is an excellent opportunity to field truth the plans with the City Project Manager and mark up and make any necessary edits to avoid unforeseen surprises or issues at 90% design or even during construction. This will be a critical and worthwhile step in the design process.

### 7.6 60% Engineer's Estimate

Starting with the 30% cost estimate, we will incorporate the additional changes and detail developed during 60% design, including more refined quantities for earthwork and material import. Using a combination of recent real construction cost data in the Tahoe region, local supplier and vendor quotes and RS Means we will develop costs to 60% detail.

**Task 7 Deliverables:**

- Up to 3 sets of 60% Admin Draft PS&E for City Review and to take to Plan Proof Field Visit
- Up to 3 sets of 60% Draft PS&E for stakeholder circulation

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- Up to 3 Draft SWPPPs

## TASK 8. 90% PS&E

The design team will build upon the approved 60% PS&E and incorporate input from the City and stakeholders to advance to 90% PS&E.

### 8.1 90% Plans and Technical Specifications

The design team will build upon the approved 60% PS&E (up to 3 sets as described under 7.1) to continue to add details for construction including but not limited to:

- Detail call-out identifiers corresponding to details in detail sheets; and proofed to confirm callouts correspond correctly
- Any refinements to the grading plans, profile sheets, utility, electrical, traffic control plans, etc.
- Any edits as a result of the 60% TAC Design review
- Any edits as a result of additional resource agency or stakeholder review and input.

The Draft SWPPPs will also be updated to incorporate any additional information discovered between 60% and 90% and significant changes to the plans that require changes to the temporary erosion control and water quality protection measures or dewatering approaches. 90% Design Report

In order to maintain continuity through the design development process, the Draft Project Design report will be updated to report on any significant changes to the designs between 60% and 90% to accommodate information gained while field trothing and from City, TAC and other resource agency review and comment

### 8.2 90% Engineers Estimate

The 60% Engineer's estimate will be further refined based on the edits/additions made to the plans and specifications through the 90% development

**Task 8 Deliverables:**

- Up to 3 sets 90% Admin Draft PS&E for City Review
- Up to 3 sets 90% Draft PS&E for stakeholder circulation
- Up to 3 Final SWPPPs

## TASK 9. 100% BID DOCUMENTS

Under this task the design team will make any final changes and add any necessary detail as a result of City and TAC review and input on the 90% PS&E in order to product up to three sets of 100% stamped plans and technical specifications. The Engineer's Estimate will be reviewed in great detail taking into consideration the current bidding environment (i.e., Contractor availability, local economy, etc.) and final refinements will be made to ensure an accurate cost estimate that will be well within the acceptable margins of error. With our extensive bench of professional civil engineers, we have the ability to do extensive internal QA/QC of all bid documents prior to submitting to the City, which will result in clear and comprehensive plans and specifications facilitating streamlined construction and preventing unnecessary costly change orders.

**Task 9 Deliverables:**

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- Up to 3 sets of 100% Admin Draft PS&E for City Review
- Up to 3 sets of 100% Stamped PS&E
- Responses to Questions during Bid Advertisement and Selection

## TASK 10. BID ASSISTANCE

### 10.1 Provide responses to bidder's questions

The proposed Project Manager and several key team members have assisted public agencies and non-profit organizations on similar large projects in developing bid advertisements, bid packages, and supporting Contractor selection. This includes quickly responding to questions and requests for information and developing any addendums as needed on a short time frame.

**Task 10 Deliverables:**

- Draft and City Resident Engineer Approved Responses
- Bid Addenda Sections

## TASK 11. CONSTRUCTION ENGINEERING (CE)

The Project Manager and supporting staff have served as Engineer of Record and provided construction oversight on several similar construction projects. Therefore, our team is fully capable of providing Construction Engineering, including reviewing, and responding to material submittals, change order (CO) requests, and RFIs on a timely basis. We will work with the City Resident Engineer to provide draft written responses and sometimes detailed figures or plan amendments for their review prior to providing to the Contractor. We understand that COs and RFIs can often come in sporadically and require fast response times in order to avoid any delays to the Contractor. Given our local presence and experience we can ensure the City that we would be responsive and effective in all these cases to ensure quality construction continues unimpeded.

### 11.1 Respond to Request for Information and Change Orders

Wildscape Engineering would be able to provide timely responses to Contractor submitted Requests for Information (RFIs) and Change Order (CO) submittals. We would review and provide draft responses for City review within an agreed upon short time frame in order to prevent any delays to construction and would discuss with the City Project Manager and/or Engineer or Record if not Wildscape, all Change Order requests in order to protect the City's interests.

### 11.2 Submittal Review and Response

This task provides time to review Contractor submittals, shop drawings and material samples and provide draft and final responses in coordination with the City Project Manager and/or Engineer of Record if not Wildscape. The formal response template will be provided to the City for review and acceptance and will cover a range of responses likely including "Reviewed No Exceptions Taken", "Provide Additional Information", Make Noted Corrections and Resubmit".

**Task 11 Deliverables:**

- Draft and City Resident Engineer Approved Responses to RFIs and CO Requests
- Revisions to Plans if necessary

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# EXHIBIT B

## SCHEDULE OF CHARGES AND TIMELINE

### TIMELINE

**All work to be completed by September 7, 2025**

**Bijou Park Creek Watershed Restoration Project Final Design, NEPA, Permitting, Bid and Construction Support**

**Labor Hours by Subtask**

| Firm | WILDSCAPE ENGINEERING INC | | | | | | | | NHC | | | NTCD | | | | Catalyst Environmental Solutions | | | | Interwest | | | Lynn Barnett &Associates | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Personnel Classification | Project Manager Lead Engineer Carol Beahan, PE/QSD | Civil Engineer | Restoration Ecologist Julie Etra WBS | Senior H&H Engineer Dr. David Thompson, PhD, PE | Geotechnical Engineer Mark Schroeder, PE | CAD/GIS/Field Technician | Landscape Designer | Admin/Report Specialist Jamie Allec | Principal Engineer Brent C. Wolfe, P.E | Water Resource Engineer Gwyn Perry | Senior Hydrologist Toby Hanes, P.H. | Senior Project Engineer Megan Kelly, P.E. | Senior Staff Engineer | Staff Engineer | Environmental Scientist Domi Fellers | CEQA/NEPA Task Lead Dr. Dan Tormey, Ph.D., P.G. | Permitting/ Compliance Ben Pogue, MPA,PMP,AICP | Senior Scientist 1 | Staff Scientist 2 | Senior Real Estate Agent John Almazan | Interwest Sr Agent | Interwest Tech Support | Lynn Barnett, Appraiser | Total Subtask Hours | Labor Cost by Task |
| Hourly Rate | $150.00 | $115.00 | $140.00 | $150.00 | $170.00 | $95.00 | $105.00 | $75.00 | $240.51 | $135.86 | $182.39 | $128.00 | $78.00 | $74.00 | $87.00 | $250.00 | $195.00 | $180.00 | $130.00 | $175.00 | $145.00 | $145.00 | $125.00 | | |
| **Task Description** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Project Management, Outreach, Public Meetings, and Coordination | | | | | | | | | | | | | | | | | | | | | | | | 433 | $68,780.50 |
| 1.1 TAC, Public and Client Meeting Continued Coordination and Participation, Project Management. Includes 60% and 90% Design Review meetings with the City and TAC. | 60 | 32 | | | | 8 | | 8 | | | 36 | 36 | | | | 16 | 36 | 16 | | 30 | 30 | | 5 | 313 | $49,339.04 |
| 1.2 Phase 2 Kick Off Meeting | 6 | 6 | | | | | | 2 | | | 8 | 6 | 6 | 6 | | 8 | | | | | | | | 48 | $6,879.12 |
| 1.3 Planning Commission and City Council Meetings | 16 | | | | | | | 4 | | | 6 | 6 | | | | 8 | 16 | 16 | | | | | | 72 | $12,562.34 |
| 2. Site Surveying | | | | | | | | | | | | | | | | | | | | | | | | 124 | $12,743.12 |
| 2.1 Supplemental Survey for Stormdrain Design, Real property and easement acquisitions, and Bijou Park Creek Hydraulic Model Refinement (includes Direct Costs for Insite Land Survey below) | 8 | 24 | | 2 | | 8 | | | | | 8 | 2 | 4 | 24 | | | | | | | | | | 80 | $8,823.12 |
| 2.2 Utility Coordination and Identification - Work cooperatively with utilities to perform potholing of utiliites that cannot be avoided. Includes potholing direct costs listed below. | 4 | 6 | | | | | | | | | | 1 | 15 | 18 | | | | | | | | | | 44 | $3,920.00 |
| 3. Hydrologic and Hyraulic Analysis | | | | | | | | | | | | | | | | | | | | | | | | 197 | $26,175.26 |
| 3.1 Hydrology and Hydraulics Study for Revised Keller Clear Water Bypass and Wildwood Basin | 6 | 6 | | 2 | | 4 | | | 4 | 9 | 5 | 6 | | 8 | | | | | | | | | | 50 | $6,726.73 |
| 3.2 Updates to PLRM | 2 | | | | | | | | | | | 2 | | | 16 | | | | | | | | | 20 | $1,948.00 |
| 3.3 Bijou Park Creek 2D Hydraulic Model - Set up and run 2D hydraulic model and use results to fine tune desgns. | 12 | 16 | | 48 | | 16 | | | | | 6 | 1 | | | | | | | | | | | | 99 | $13,582.34 |
| 3.4 Osgood to Wildwood to Lake Hydraulic Capacity Analysis (New Task) | 2 | 8 | | 8 | | | | | | 7 | 3 | | | | | | | | | | | | | 28 | $3,918.19 |
| 4. Environmental Documents | | | | | | | | | | | | | | | | | | | | | | | | 466 | $76,636.00 |
| 4.1 Updates to Proposed Project and Alternatives Descriptions (draft and final) for NEPA and CEQA | 6 | 2 | | | | 4 | | | | | | 2 | | | | 2 | 12 | 12 | 12 | | | | | 52 | $8,326.00 |
| 4.2 CEQA Compliance/Addendum | | | | | | | | | | | | | | | | 4 | 32 | 40 | 16 | | | | | 92 | $16,520.00 |
| 4.3 Tribal Notification Letter and Section 106 Letters | 2 | | | | | 8 | | | | | | | | | | | 16 | | | | | | | 26 | $4,180.00 |
| 4.4 Baseline Cultural Assessment and Report | 2 | | | | | | | | | | | | | | | 2 | 12 | 80 | | | | | | 96 | $17,540.00 |
| 4.5 JD/Wetlands Survey, Botanical Inventory and Invasive Plant Study. Report and Monitoring Plan | 2 | | 140 | | | | | | | | | | | | | 2 | 4 | 16 | 12 | | | | | 176 | $25,620.00 |
| 4.6 NEPA CatEx Support | 2 | | | | | | | 2 | | | | | | | | 4 | 8 | 8 | | | | | | 24 | $4,450.00 |
| 5. License Agreements, Special Use Permits and Real Property Acquisitions | | | | | | | | | | | | | | | | | | | | | | | | 537 | $74,001.00 |
| 5.1 License Agreements and Special Use Permits | 4 | | | | | | | | | | | 8 | 24 | 34 | | | | | | | | | | 70 | $6,012.00 |
| 5.2 TRPA Land Capability Verification | 8 | | | | | | | | | | | 8 | 8 | 16 | | | | | | | | | | | $4,032.00 |
| 5.3 Appraisals | 4 | | | | | | | | | | | 20 | | 12 | | | | | | | | | 90 | 126 | $15,298.00 |
| 5.4 Acquistion: Includes 1 Full Acquisition and 2 Partial Acquisitions | 2 | | | | | | | | | | | 2 | | | | | 140 | | | | | | | 144 | $20,856.00 |
| 5.5 Title, Escrow, and Closing (incl support) | 2 | | | | | | | | | | | 12 | | 8 | | | | 135 | 40 | | | | | 197 | $27,803.00 |
| 6. Permitting | | | | | | | | | | | | | | | | | | | | | | | | 188 | $27,284.00 |
| 6.1 TRPA Permit | 4 | | | | | | | | | | | 2 | 2 | 8 | | | | | | | | | | 16 | $1,604.00 |
| 6.2 404/401/1600 permitting, including aquatic resources delineation (1 day site visit and report) | 16 | 16 | | | | | | | | | | | | | | 16 | 16 | 24 | 40 | | | | | 128 | $20,880.00 |
| 6.3 Stormwater Pollution Prevention Plan (SWPPP) | 4 | 24 | | | | 12 | | 4 | | | | | | | | | | | | | | | | 44 | $4,800.00 |
| 7.. 60% Design Level PS&E Documents and Draft Design Report | | | | | | | | | | | | | | | | | | | | | | | | 587 | $67,856.43 |
| 7.1 60% Plans and Technical Specifications | 40 | 36 | | 8 | 8 | 40 | | | 10 | 4 | 17 | 8 | 16 | 48 | | | | | | | | | | 235 | $28,373.17 |
| 7.2 60% Landscaping and Revegetation PS&E | 4 | | 36 | | | 10 | 16 | | | | | 2 | | 4 | | | | | | | | | | 72 | $8,822.00 |
| 7.3 Draft Project Design Report | 24 | 32 | | | 4 | 28 | | | 2 | | 8 | 12 | 24 | 48 | | | | | | | | | | 182 | $19,520.14 |
| 7.4 NEPA/CEQA Mitigation Design Requirements | 4 | | | | | 6 | | | | | | 4 | | | | | | | | | | | | 14 | $1,682.00 |
| 7.5 Plan Proof Field Visit | 8 | 8 | | | | | | | | | 8 | 4 | 4 | 8 | | | | | | | | | | 40 | $4,995.12 |
| 7.6 60% Engineer's Estimate | 4 | 16 | | | | | | | | | | 4 | 8 | 12 | | | | | | | | | | 44 | $4,464.00 |
| 8. 90% PS&E | | | | | | | | | | | | | | | | | | | | | | | | 294 | $32,504.38 |
| 8.1 90% Plans and Technical Specifications | 34 | 40 | 8 | | | 36 | 4 | 2 | 4 | | 6 | 8 | 24 | 48 | | | | | | | | | | 214 | $23,314.38 |
| 8.2 90% Design Report | 16 | 16 | | | 2 | | | 4 | | | | 4 | 4 | 8 | | | | | | | | | | 54 | $6,296.00 |
| 8.3 90% Engineer's Estimate | 4 | 12 | | | | | | | | | | 3 | 3 | 4 | | | | | | | | | | 26 | $2,894.00 |
| 9. 100% Bid Documents | | | | | | | | | | | | | | | | | | | | | | | | 226 | $24,546.00 |
| 9.1 100% Admin Plans and Specifications | 24 | 36 | | | | 24 | | 2 | | | | 16 | 16 | 24 | | | | | | | | | | 142 | $15,242.00 |
| 9.2 100% Engineer's Estimate | 4 | 8 | | | | | | | | | | 2 | 4 | 4 | | | | | | | | | | 22 | $2,384.00 |
| 9.3 100% Final PS&E | 16 | 16 | | | | 16 | | | | | | 2 | 4 | 8 | | | | | | | | | | 62 | $6,920.00 |
| 10. Bid Assistance | | | | | | | | | | | | | | | | | | | | | | | | | $6,772.00 |
| 10.1 Provide responses to bidder's questions | 16 | 8 | 4 | | 4 | | | | | | | 4 | 8 | 4 | | | 4 | | | | | | | 52 | $6,772.00 |
| 11. Construction Engineering (CE) | | | | | | | | | | | | | | | | | | | | | | | | | $15,258.00 |
| 11.1 Respond to RFIs and COs. | 16 | 8 | 4 | | | | | 2 | | | | 2 | 6 | 4 | | | | | | | | | | 42 | $5,050.00 |
| 11.2 Submittal Review and Response | 24 | 24 | 4 | | | 16 | | | | | | 2 | 8 | 12 | | | | | | | | | | 90 | $10,208.00 |
| **LABOR TOTALS** | **412** | **400** | **196** | **68** | **18** | **236** | **20** | **30** | **20** | **20** | **111** | **191** | **188** | **370** | **16** | **62** | **156** | **212** | **80** | **30** | **305** | **40** | **95** | **5855** | |
| **TOTAL TASKS** | | | | | | | | | | | | | | | | | | | | | | | | | **$432,556.69** |

| | | | | | | |
|---|---|---|---|---|---|---|
| Supplemental Survey of Bijou Park Creek (RTK/Total Station Rental Costs) | | | | | | $1,200.00 |
| Insite Land Surveys - Supplemental Property Boundary and Easement Surveying for up to five parcels | | | | | | $10,000.00 |
| NHC PCSWMM Model Updates | | | | | | $1,000.00 |
| Potholing Contractor ($4,000/day for up to 3 days) | | | | | | $12,000.00 |
| Cultural Records Search/Map Production | | | | | | $750.00 |
| Mileage/Travel Tasks 8-15 | | | | | | $3,000.00 |
| Report & Plan Production Costs | | | | | | $400.00 |
| **DIRECT COST TOTALS** | | | | | | **$28,350.00** |
| | | | | | | |
| **TOTAL COSTS** | | | | | | **$460,906.69** |

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## 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:
Carol Beahan, P.E., President

By: Carol Beahan

**City of South Lake Tahoe**
**Amendment No. 1 to Bijou Park Creek Watershed Restoration Project, Phase 2 Engineering Services Professional Services Agreement with Wildscape Engineering, Inc. (C-106-2021)**

The Professional Services Agreement entered into on September 7, 2021, between the City of South Lake Tahoe, a municipal corporation ("CITY") and **Wildscape Engineering, Inc.** ("Consultant") is hereby amended as set forth below.

The Contract is hereby revised to add the following.

1. Scope of Services. In addition to the Scope of Services specified within the original Professional Services Agreement, dated September 7, 2021, to the Professional Services Agreement adds the work described within **Exhibit A, Scope of Services, Budget Augment and Line Item Reassignment** attached hereto and incorporated herein by reference.

2. Compensation. Compensation to be paid to the CONSULTANT, is $22,414, as described in **Exhibit A, Scope of Services**. In no case shall CONSULTANT compensation for work completed under this Amendment exceed the amended amount of $483,320.69, without written authorization from the CITY. Payment by the CITY under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the CITY at the time of payment.

IN WITNESS WHEREOF, the parties have caused this Amendment No. 1 to Professional Services Agreement with Wildscape Engineering to be executed on March 14, 2023.

**CITY OF SOUTH LAKE TAHOE**

By: Cristi Creegan
Cristi Creegan (Mar 16, 2023 15:31 PDT)
Cristi Creegan, Mayor

**CONSULTANT**

By: Carol Beahan
Carol Beahan (Mar 21, 2023 10:29 PDT)
Carol Beahan, President
Wildscape Engineering Inc.
Business Licence #006076

**APPROVED AS TO FORM:**

Heather Stroud (Mar 16, 2023 13:29 PDT)
Heather Stroud, City Attorney

**ATTEST:**

Sue Blankenship (Mar 16, 2023 13:24 PDT)
Susan Blankenship, City Clerk

Mar 16, 2023

Exhibit A: Scope of Services

# EXHIBIT A:
# SCOPE OF SERVICES

Wildscape Engineering, Inc.
(855)816-6593 / (530) 600-1810
www.wildscape-engineering.com

November 7, 2022

Mr. Jason Burke
Stormwater Program Coordinator
Public Works Department, City of South Lake Tahoe
1740 D Street
South Lake Tahoe, CA 96150

**Subject**: **Budget Augment and Line Item Reassignment Request for Bijou Park Creek Phase 2 Restoration Project**

To: Jason Burke,

The following details our budget augment request and line item re-assignment for the Bijou Park Creek Phase 2 Restoration Project. Attachment 1 provides the updated cost spreadsheet reflecting our proposed changes.

Existing Task Budget Increases

**Subtask 1.1 Project Management, Outreach, Public Meetings, and Coordination:** As a result of an extended project timeline and additional management required for USDA Forest Service coordination on the Bijou Park Creek SEZ restoration project and land/easement acquisitions, this includes an additional 24 hours of Project Management to manage the project into Spring 2023. **Augment Cost: $3,600**

**Subtask 2.1 Supplemental Survey**: Partway through the project the contracted surveyor, Insite Land Surveys requested to be removed from the project in order to focus solely on smaller efforts. In response, Wildscape hired another consultant and the design team developed marked up survey maps. The Wildscape Project Manager and CAD technician coordinated and met on site with the new surveyor to provide an orientation to the project and review survey needs. Due to the extensive number of individual sites and need to recheck prior survey control and add additional survey control the direct cost of surveying also increased per below. This includes additional hours for the Project Manager, CAD Technician and NTCD staff engineer to provide surveyor with additional information. **Augment Cost: $3,438**

**Direct Survey Costs:** New surveyor, Terra Graphic hired to substitute for Insite Land Surveyors. Increased effort due to the number of project sites requiring survey and finding prior survey control and adding in additional survey control. **Augment Cost: $5,000**

**Subtask 7.1 60% Plans and Technical Specifications** The Design team will incorporate City of South Lake Tahoe markups received in late July including adding more detail to the plan and profile sheets once the additional surveying described above is completed and updating details to target installations that require less maintenance. All edits/additions to the project sheets will be re-assembled into the three separate 60% plan sets, 1) Bijou Park Creek Watershed Improvement Project, (2) Bijou Park Creek SEZ Restoration Project, and 3) Keller Clean Water Bypass Project. The team will also update the technical specifications to follow the City's template and protocol once sample or template

specifications are provided more closely by the City. These additional hours will allow for the team to conduct a second and more targeted 60% PS&E round. **Cost: $8,088**

New Task Budget

**Phase I Environmental Site Assessment for 3707 Blackwood Road:** In support of the appraisal and easement acquisition negotiations, a Phase 1 ESA was requested and performed by A&M Environmental Services in summer 2022. **Cost: $2,300**

Line Item Re-Assignment

**Task 5.1 License Agreements and Special Use Permits Line Item Re-Assignment**

At the time a Special Use Agreement draft was needed, NTCD staff were unavailable so the Wildscape Project Manager stepped in to develop the draft and final submittal. Hours were re-assigned as follows:

Moved all of NTCD staff hours over to Wildscape Project Manager column for a net change of -$12.00. **Cost: -$12.00**

**Total Change Order Request: $22,414.00** for a Total Budget Change Order from $460,906.69 to $483,320.69.

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Wildscape Engineering, Inc.
(855)816-6593 / (530) 600-1810
www.wildscape-engineering.com

**TERMS AND CONDITIONS**

The conditions contained in the existing Contract Agreement signed and dated September 10, 2021 will apply to this Change Order.

**APPROVAL TO PROCEED**

The work can be initiated with a letter of authorization, through acknowledgment of this Scope of Work by signing a copy of this Scope below, or by Purchase Order issued to Wildscape Engineering, Inc.

Scope of Work and Estimated Budget accepted by:

Jason Burke
Jason Burke (Mar 16, 2023 12:02 PDT)
Signature

Mar 16, 2023
Date

Jason Burke, City Project Manager
Printed Name and Title

Public Works, City of South Lake Tahoe
Firm Name

(530) 542-6038
Phone Number

1740 D Street
Street Address

South Lake Tahoe | CA | 96150
City | State | Zip Code

For Wildscape Engineering, Inc.

Carol Beahan
Carol Beahan (Mar 21, 2023 10:29 PDT)
Signature

Mar 21, 2023
Date

Carol Beahan, President
Printed Name and Title

# ATTACHMENT 1. COST BREAKOUT CHANGES

| Firm | WILDSCAPE ENGINEERING INC | | | | | | | | NTCD | | | | Catalyst Environmental Solutions | | | | Interwest | | | Lynn Barnett &Associates | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Personnel Classification | Project Manager Lead Engineer Carol Beahan, PE/QSD | Civil Engineer | Restoration Ecologist Julie Etra WBS | Senior H&H Engineer Dr. David Thompson, PhD, PE | Geotechnical Engineer Mark Schroeder, PE | CAD/GIS/Field Technician | Landscape Designer | Admin/Report Specialist Jamie Allec | Senior Project Engineer Megan Kelly, P.E. | Senior Staff Engineer | Staff Engineer | Environmental Scientist Domi Fellers | CEQA/NEPA Task Lead Dr. Dan Tormey, Ph.D., P.G. | Permitting/ Compliance Ben Pogue, MPA,PMP,AICP | Senior Scientist 1 | Staff Scientist 2 | Senior Real Estate Agent John Almazan | Interwest Sr Agent | Interwest Tech Support | Lynn Barnett, Appraiser | Total Subtask Hours | Labor Cost by Task |
| Hourly Rate | $150.00 | $115.00 | $140.00 | $150.00 | $170.00 | $95.00 | $105.00 | $75.00 | $128.00 | $78.00 | $74.00 | $87.00 | $250.00 | $195.00 | $180.00 | $130.00 | $175.00 | $145.00 | $145.00 | $125.00 | | |
| **Task Description** | | | | | | | | | | | | | | | | | | | | | | |
| 1. Project Management, Outreach, Public Meetings, and Coordination | | | | | | | | | | | | | | | | | | | | | 457 | $72,380.50 |
| 1.1 TAC, Public and Client Meeting Continued Coordination and Participation, Project Management. Includes 60% and 90% Design Review meetings with the City and TAC. | **84** | 32 | | | | 8 | | 8 | 36 | | | | 16 | 36 | 16 | | 30 | 30 | | 5 | 337 | $52,939.04 |
| 1.2 Phase 2 Kick Off Meeting | 6 | 6 | | | | | | 2 | 6 | 6 | 6 | | 8 | | | | | | | | 48 | $6,879.12 |
| 1.3 Planning Commission and City Council Meetings | 16 | | | | | | | 4 | 6 | | | | 8 | 16 | 16 | | | | | | 72 | $12,562.34 |
| 2. Site Surveying | | | | | | | | | | | | | | | | | | | | | 156 | $16,181.12 |
| 2.1 Supplemental Survey for Stormdrain Design, Real property and easement acquisitions, and Bijou Park Creek Hydraulic Model Refinement (includes Direct Costs for Insite Land Survey below) | **16** | 24 | | 2 | | **30** | | | 2 | 4 | **26** | | | | | | | | | | 112 | $12,261.12 |
| 2.2 Utility Coordination and Identification - Work cooperatively with utilities to perform potholing of utiliiites that cannot be avoided. Includes potholing direct costs listed below. | 4 | 6 | | | | | | | 1 | 15 | 18 | | | | | | | | | | 44 | $3,920.00 |
| 3. Hydrologic and Hyraulic Analysis | | | | | | | | | | | | | | | | | | | | | 197 | $26,175.26 |
| 3.1 Hydrology and Hydraulics Study for Revised Keller Clean Water Bypass and Wildwood Basin | 6 | 6 | | 2 | | 4 | | | 6 | | 8 | | | | | | | | | | 50 | $6,726.73 |
| 3.2 Updates to PLRM | 2 | | | | | | | | 2 | | | 16 | | | | | | | | | 20 | $1,948.00 |
| 3.3 Bijou Park Creek 2D Hydraulic Model - Set up and run 2D hydraulic model and use results to fine tune desgns. | 12 | 16 | | 48 | | 16 | | | 1 | | | | | | | | | | | | 99 | $13,582.34 |
| 3.4 Osgood to Wildwood to Lake Hydraulic Capacity Analysis (New Task) | 2 | 8 | | 8 | | | | | | | | | | | | | | | | | 28 | $3,918.19 |
| 4. Environmental Documents | | | | | | | | | | | | | | | | | | | | | 466 | $76,636.00 |
| 4.1 Updates to Proposed Project and Alternatives Descriptions (draft and final) for NEPA and CEQA | 6 | 2 | | | | 4 | | | 2 | | | | 2 | 12 | 12 | 12 | | | | | 52 | $8,326.00 |
| 4.2 CEQA Compliance/Addendum | | | | | | | | | | | | | 4 | 32 | 40 | 16 | | | | | 92 | $16,520.00 |
| 4.3 Tribal Notification Letter and Section 106 Letters | 2 | | | | | 8 | | | | | | | | 16 | | | | | | | 26 | $4,180.00 |
| 4.4 Baseline Cultural Assessment and Report | 2 | | | | | | | | | | | | 2 | 12 | 80 | | | | | | 96 | $17,540.00 |
| 4.5 JD/Wetlands Survey, Botanical Inventory and Invasive Plant Study, Report and Monitoring Plan | 2 | | 140 | | | | | | | | | | 2 | 4 | 16 | 12 | | | | | 176 | $25,620.00 |
| 4.6 NEPA CatEx Support | 2 | | | | | | | 2 | | | | | 4 | 8 | 8 | | | | | | 24 | $4,450.00 |
| 5. License Agreements, Special Use Permits and Real Propertry Acquisitions | | | | | | | | | | | | | | | | | | | | | 507 | $73,989.00 |
| 5.1 License Agreements and Special Use Permits | **40** | | | | | | | | **0** | **0** | **0** | | | | | | | | | | 40 | $6,000.00 |
| 5.2 TRPA Land Capability Verification | 8 | | | | | | | | 8 | 8 | 16 | | | | | | | | | | | $4,032.00 |
| 5.3 Appraisals | 4 | | | | | | | | 20 | | 12 | | | | | | | | | 90 | 126 | $15,298.00 |
| 5.4 Acquistion: Includes 1 Full Acquisition and 2 Partial Acquisitions | 2 | | | | | | | | 2 | | | | | | | | | 140 | | | 144 | $20,856.00 |
| 5.5 Title, Escrow, and Closing (incl support) | 2 | | | | | | | | 12 | | 8 | | | | | | | 135 | 40 | | 197 | $27,803.00 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 6. Permitting | | | | | | | | | | | | | | | | | | | | | 188 | $27,284.00 |
| 6.1 TRPA Permit | 4 | | | | | | | | 2 | 2 | 8 | | | | | | | | | | 16 | $1,604.00 |
| 6.2 404/401/1600 permitting, including aquatic resources delineation (1 day site visit and report) | 16 | 16 | | | | | | | | | | | 16 | 16 | 24 | 40 | | | | | 128 | $20,880.00 |
| 6.3 Stormwater Pollution Prevention Plan (SWPPP) | 4 | 24 | | | | 12 | | 4 | | | | | | | | | | | | | 44 | $4,800.00 |
| 7.. 60% Design Level PS&E Documents and Draft Design Report | | | | | | | | | | | | | | | | | | | | | 659 | $75,944.43 |
| 7.1 60% Plans and Technical Specifications | **64** | 36 | | 8 | 8 | **64** | | | **16** | 16 | **64** | | | | | | | | | | 307 | $36,461.17 |
| 7.2 60% Landscaping and Revegetation PS&E | 4 | | 36 | | | 10 | 16 | | 2 | | 4 | | | | | | | | | | 72 | $8,822.00 |
| 7.3 Draft Project Design Report | 24 | 32 | | | 4 | 28 | | | 12 | 24 | 48 | | | | | | | | | | 182 | $19,520.14 |
| 7.4 NEPA/CEQA Mitigation Design Requirements | 4 | | | | | 6 | | | 4 | | | | | | | | | | | | 14 | $1,682.00 |
| 7.5 Plan Proof Field Visit | 8 | 8 | | | | | | | 4 | 4 | 8 | | | | | | | | | | 40 | $4,995.12 |
| 7.6 60% Engineer's Estimate | 4 | 16 | | | | | | | 4 | 8 | 12 | | | | | | | | | | 44 | $4,464.00 |
| 8. 90% PS&E | | | | | | | | | | | | | | | | | | | | | 294 | $32,504.38 |
| 8.1 90% Plans and Technical Specifications | 34 | 40 | 8 | | | 36 | 4 | 2 | 8 | 24 | 48 | | | | | | | | | | 214 | $23,314.38 |
| 8.2 90% Design Report | 16 | 16 | | | 2 | | | 4 | 4 | 4 | 8 | | | | | | | | | | 54 | $6,296.00 |
| 8.3 90% Engineer's Estimate | 4 | 12 | | | | | | | 3 | 3 | 4 | | | | | | | | | | 26 | $2,894.00 |
| 9. 100% Bid Documents | | | | | | | | | | | | | | | | | | | | | 226 | $24,546.00 |
| 9.1 100% Admin Plans and Specifications | 24 | 36 | | | | 24 | | 2 | 16 | 16 | 24 | | | | | | | | | | 142 | $15,242.00 |
| 9.2 100% Engineer's Estimate | 4 | 8 | | | | | | | 2 | 4 | 4 | | | | | | | | | | 22 | $2,384.00 |
| 9.3 100% Final PS&E | 16 | 16 | | | | 16 | | | 2 | 4 | 8 | | | | | | | | | | 62 | $6,920.00 |
| 10. Bid Assistance | | | | | | | | | | | | | | | | | | | | | | $6,772.00 |
| 10.1 Provide responses to bidder's questions | 16 | 8 | 4 | | 4 | | | | 4 | 8 | 4 | | | 4 | | | | | | | 52 | $6,772.00 |
| 11. Construction Engineering (CE) | | | | | | | | | | | | | | | | | | | | | | $15,258.00 |
| 11.1 Respond to RFIs and COs. | 16 | 8 | 4 | | | | | 2 | 2 | 6 | 4 | | | | | | | | | | 42 | $5,050.00 |
| 11.2 Submittal Review and Response | 24 | 24 | 4 | | | 16 | | | 2 | 8 | 12 | | | | | | | | | | 90 | $10,208.00 |
| **LABOR TOTALS** | **504** | **400** | **196** | **68** | **18** | **282** | **20** | **30** | **191** | **164** | **354** | **16** | **62** | **156** | **212** | **80** | **30** | **305** | **40** | **95** | **6027** | |
| **TOTAL TASKS** | | | | | | | | | | | | | | | | | | | | | | **$447,670.69** |
| Supplemental Survey of Bijou Park Creek (RTK/Total Station Rental Costs) | | | | | | | | | | | | | | | | | | | | | | $1,200.00 |
| **Phase 1 Environmental Site Assesment - A&M Environmental Services** | | | | | | | | | | | | | | | | | | | | | | **$2,300.00** |
| **~~Insite Land Surveys~~ - TerraGraphic Survyor: Supplemental Surveying for All Project Sites, Property Boundary and Easement Surveying for up to three parcels** | | | | | | | | | | | | | | | | | | | | | | **$15,000.00** |
| NHC PCSWMM Model Updates | | | | | | | | | | | | | | | | | | | | | | $1,000.00 |
| Potholing Contractor ($4,000/day for up to 3 days) | | | | | | | | | | | | | | | | | | | | | | $12,000.00 |
| Cultural Records Search/Map Production | | | | | | | | | | | | | | | | | | | | | | $750.00 |
| Mileage/Travel Tasks 8-15 | | | | | | | | | | | | | | | | | | | | | | $3,000.00 |
| Report & Plan Production Costs | | | | | | | | | | | | | | | | | | | | | | $400.00 |
| **DIRECT COST TOTALS** | | | | | | | | | | | | | | | | | | | | | | **$35,650.00** |
| | | | | | | | | | | | | | | | | | | | | | | |
| **TOTAL COSTS** | | | | | | | | | | | | | | | | | | | | | | **$483,320.69** |

# C-028-2023 Wildscape Engineering Amend. 1

Final Audit Report 2023-03-21

| | |
|---|---|
| Created: | 2023-03-16 |
| By: | jo Mcdonough (jmcdonough@cityofslt.us) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAOU7kdbSTxNMIoxAOThopghvG81kMJvVC |

## "C-028-2023 Wildscape Engineering Amend. 1" History

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Signer ccreegan@cityofslt.us entered name at signing as Cristi Creegan

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Signature Date: 2023-03-16 - 10:31:10 PM GMT - Time Source: server- IP address: 47.25.118.95

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2023-03-16 - 10:31:12 PM GMT

Email viewed by Carol Beahan (carol@wildscape-engineering.com)

2023-03-21 - 5:29:05 PM GMT- IP address: 24.182.20.253

Document e-signed by Carol Beahan (carol@wildscape-engineering.com)

Signature Date: 2023-03-21 - 5:29:27 PM GMT - Time Source: server- IP address: 24.182.20.253

Agreement completed.

2023-03-21 - 5:29:27 PM GMT

Names and email addresses are entered into the Acrobat Sign service by Acrobat Sign users and are unverified unless otherwise noted.

**City of South Lake Tahoe**
**Amendment No. 2 to Bijou Park Creek Watershed Restoration Project, Phase 2 Engineering Services Professional Services Agreement with Wildscape Engineering, Inc. (C-106-2021)**

The Professional Services Agreement entered into on September 7, 2021, between the City of South Lake Tahoe, a municipal corporation ("CITY") and Wildscape Engineering, Inc. ("CONSULTANT") is hereby amended as set forth below.

The Contract is hereby revised to add the following,

1. Scope of Services. In addition to the Scope of Services specified within the original Professional Services Agreement, dated September 7, 2021, to the Professional Services Agreement adds the work described within **Exhibit A, Scope of Services, Budget Augment and Line Item Reassignment** attached hereto and incorporated herein by reference.

2. Compensation. Compensation to be paid to the CONSULTANT, is $54,863.40, as described in **Exhibit A, Scope of Services**. In no case shall CONSULTANT compensation for work completed under this Amendment exceed the amended amount of $538,184.09, without written authorization from the CITY. Payment by the CITY under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the CITY at the time of payment.

   IN WITNESS WHEREOF, the parties have caused this Amendment No. 2 to Professional Services Agreement with Wildscape Engineering to be executed on June 18, 2024.

**CITY OF SOUTH LAKE TAHOE**

By: _____
Cody Bass, Mayor

Date: _____

**CONSULTANT**

By: _____
Carol Beahan, P.E. President,
Wildscape Engineering, Inc.

Date: _____

Business License # 006076

**APPROVED AS TO FORM:**

_____
Heather Stroud, City Attorney

**ATTEST:**

_____
Susan Blankenship, City Clerk

Exhibit A: Scope of Services

**EXHIBIT A: SCOPE OF SERVICES**

Wildscape Engineering, Inc.
(855)816-6593 / (530) 600-1810
www.wildscape-engineering.com

May 31, 2024

Ms. Brianna Greenlaw
Public Works Department
City of South Lake Tahoe
1740 D Street
South Lake Tahoe, CA 96150

**Subject**: **Budget Augment and Line Item Reassignment Request for Bijou Park Creek Phase 2 Restoration Project**

To: Brianna Greenlaw,

The following details our current budget augment request and line item re-assignment for the Bijou Park Creek Phase 2 Restoration Project. Attachment 1 provides the updated cost spreadsheet reflecting the proposed changes.

Existing Task Budget Increases

**Subtask 1.4 Project Management, Outreach, Public Meetings, and Coordination:** Additional management efforts are needed to move the highest priority and funded project, the Rockwood to Blackwood Project, forward to final construction documents and permits. Additional coordination tasks include, but are not limited, to the following:

- Separating the specific project site plans into an individual plan set and technical specifications package.
- New topographic and property boundary surveying of the recently acquired 3707 Blackwood Road parcel where the new storm drain system will outlet.
- Additional potholing effort at 3740 Blackwood Road to determine all lateral connections that will need to be addressed as part of the upgraded storm drain system.
- Additional consultation with TRPA and Lahontan Regional Water Quality Control Board to move the project through an expedited permit process.

An additional 8 hours of Project Management by Wildscape and 6 hours by NTCD to manage the Rockwood to Blackwood project through construction bidding. **Augment Cost: $1,968.00**

**Subtask 2.3 Supplemental Potholing and Repaving to Capture Existing Utilities at all Sites**. An extensive number of project sites had existing utilities that needed to be captured in the Watershed Improvement Project 90% Plans requiring potholing and additional surveying and repaving where potholing had to be done in the paved right-of-way. Wildscape Engineering has already paid the overages in full as follows: to the Contractor, Ferguson Excavating, $5,489.02 largely for their subcontracted paving effort and to the Surveyor, TerraGraphic $1,874.38 for the multiple site surveying of utility markings and depths. Wildscape Engineering did not apply a subcontractor mark up to this cost. ***Augment Cost: $1,440 ($7363.40 Covered under Line Item Reassignment see below)***

**Subtask 2.4 3707 Blackwood Road Property Boundary and Topographic Survey:** Lumos and Associates will conduct a property boundary survey of the 3707 Blackwood Road parcel recently acquired

by the City of South Lake Tahoe in support of the final 100% designs and permitting for Rockwood to Blackwood storm drain outfall and swale which need to clearly designate the boundary between the USDA Forest Service parcel and City owned parcel.

The design engineers under this task augment will incorporate the new topographic/property boundary survey information into the final Rockwood to Blackwood plans and update the outlet swale/grading and revegetation plans to ensure the storm drain discharge reaches Bijou Park Creek SEZ without impacting the adjacent private properties to the northwest and southeast.

**Augment Cost: $594** ***($8,444 covered under Line Item Re-assignment see below)***

**3.3 Bijou Park Creek 2D Hydraulic Model Updates:** The senior water resource engineer will update and run the HEC-RAS 2D hydraulic model incorporating the new outfall designs at 3707 Blackwood Road now that the City has acquired the parcel. The engineer will also update and run proposed conditions at Upper BPC following some design adjustments that were made to ensure effectiveness and stability.

**Augment Cost: $0** ***($5,400 covered under Line Item Re-assignment see below)***

**4.7 Additional Wetland Delineation:** The expanded area south of Shirley was not captured in the original wetland delineation. It is expected to be categorized as SEZ, however for the final NEPA document a wetland delineation needs to be conducted in late May/early June 2024 by the botanist (Julie Etra of WBS**).**

**Augment Cost: $3,580**

**6.4 Additional Permitting:** Provides additional time and effort to consult with the resource agencies in order to expedite the permit process for Rockwood to Blackwood as an individual project and develop separate permit applications for the different project phases including Bijou Park Creek SEZ Enhancement and Bijou Park Creek Watershed Improvement Project.

**Augment Cost: $6,628**

**9.4 Rockwood to Blackwood Additional Potholing/Design Elements:**

Nevada Tahoe Conservation District engineers worked with the City and utility providers to create a potholing exhibit for a subcontractor to collect additional data for the final design and bid package for the Rockwood to Blackwood Drainage Improvement. NTCD will utilize the data collected from the potholing and survey at 3707 Blackwood to prepare a final design for the Rockwood to Blackwood Drainage Project for bid in 2024.

**Augment Cost: $14,600**

<u>New Task Budget</u>

**6.5 Caltrans Technical Reports for Osgood Basin Overflow:** In order to acquire permissions from Caltrans to connect to an existing Caltrans stormwater system and eliminate the need to convey stormwater across Sonora and down Osgood which is extremely challenging due to the minimal slope along this alignment, the design engineers will consult with and develop the required Caltrans technical documents. These include a targeted Hydrology and Hydraulics Study Report per Caltrans guidance to define and demonstrate the feasibility of conveying overflow from the expanded Osgood East basin to an existing outfall pipe that is connected to a Caltrans storm drain system. A Stormwater Data Report will also likely be required and completed under this task.

Wildscape Engineering, Inc.
(855)816-6593 / (530) 600-1810
www.wildscape-engineering.com

**Augment Cost: $4,846**

Line Item Reassignment Replenish

In order to move the Rockwood to Blackwood individual project to bid for construction in 2024 a survey and updated hydraulic model runs of the City acquired parcel (3707 Blackwood Rd) were needed to be expedited and so the City re-assigned Task 10 Bid Assistance and Task 11 Construction Engineering line items in the amounts of $5,949.40 and $15,258 respectively to be applied towards those efforts listed above.

This Task would replenish those two task line items so that the design team can support the City through the bidding and construction phases of the remaining projects.

Task 10 Cost: $5,949.40

Task 10 Cost: $15,258.00

**Table 1. Total New Costs**

| | | | |
|---|---|---|---|
| Subtask 1.4 | Additional Management | $1,968 | |
| Subtask 2.3 | Additional Potholing/Paving | $1,440 | $7,363.40 covered under line item reassignment |
| Subtask 2.4 | Additional Survey | $594 | $8,444 covered under line item reassignment |
| Subtask 3.3 | Additional Hydraulic Modeling | 0 | $5400 covered under line item reassignment. |
| Subtask 4.7 | Additional Wetland Delineation | $3,580 | |
| Subtask 6.4 | Additional Permitting | $6,628 | |
| Subtask 6.5 | New Caltrans technical report effort | $4,846 | |
| Subtask 9.4 | Additional Potholing efforts/designs for Rockwood to Blackwood | $14,600 | |
| Subtask 10 | Replenish borrowed Bid Support line item | $5,949.40 | |
| Subtask 11 | Replenish borrowed Bid Construction Engineering line item | $15,258.00 | |
| **TOTAL** | | **$54,863.40** | |

# ATTACHMENT 1. COST BREAKOUT CHANGES

| Firm | WILDSCAPE ENGINEERING INC | | | | | | | | NTCD | | | | Catalyst Environmental Solutions | | | | Interwest | | | Lynn Barnett &Associates | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Personnel Classification | Project Manager Lead Engineer Carol Beahan, PE/QSD | Civil Engineer | Restoration Ecologist Julie Etra WBS | Senior H&H Engineer Dr. David Thompson, PhD, PE | Geotechnical Engineer Mark Schroeder, PE | CAD/GIS/Field Technician | Landscape Designer | Admin/Report Specialist Jamie Allec | Senior Project Engineer Megan Kelly, P.E. | Senior Staff Engineer | Staff Engineer | Environmental Scientist Domi Fellers | CEQA/NEPA Task Lead Dr. Dan Torney, Ph.D., P.G. | Permitting/ Compliance Ben Pogue, MPA,PMP,AICP | Senior Scientist 1 | Staff Scientist 2 | Senior Real Estate Agent John Almazan | Interwest Sr Agent | Interwest Tech Support | Lynn Barnett, Appraiser | Ferguson Excavating | TerraGraphic Surveyor | Lumos & Associates | Total Subtask Hours | Labor Cost by Task |
| Hourly Rate | $150.00 | $115.00 | $140.00 | $150.00 | $170.00 | $95.00 | $105.00 | $75.00 | $128.00 | $78.00 | $74.00 | $87.00 | $250.00 | $195.00 | $180.00 | $130.00 | $175.00 | $145.00 | $145.00 | $125.00 | | | | | |
| **Task Description** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Project Management, Outreach, Public Meetings, and Coordination | | | | | | | | | | | | | | | | | | | | | | | | 457 | **$74,348.50** |
| 1.1 TAC, Public and Client Meeting Continued Coordination and Participation, Project Management. Includes 60% and 90% Design Review meetings with the City and TAC. | **84** | 32 | | | | 8 | | 8 | 36 | | | | 16 | 36 | 16 | | 30 | 30 | | 5 | | | | 337 | $52,939.04 |
| 1.2 Phase 2 Kick Off Meeting | 6 | 6 | | | | | | 2 | 6 | 6 | 6 | | 8 | | | | | | | | | | | 48 | $6,879.12 |
| 1.3 Planning Commission and City Council Meetings | 16 | | | | | | | 4 | 6 | | | | 8 | 16 | 16 | | | | | | | | | 72 | $12,562.34 |
| **1.4 Additional Management for extended project effort** | **8** | | | | | | | | **6** | | | | | | | | | | | | | | | | **$1,968.00** |
| 2. Site Surveying | | | | | | | | | | | | | | | | | | | | | | | | 156 | **$34,022.52** |
| 2.1 Supplemental Survey for Stormdrain Design, Real property and easement acquisitions, and Bijou Park Creek Hydraulic Model Refinement (includes Direct Costs for Insite Land Survey below) | **16** | 24 | | 2 | | **30** | | | 2 | 4 | **26** | | | | | | | | | | | | | 112 | $12,261.12 |
| 2.2 Utility Coordination and Identification - Work cooperatively with utilities to perform potholing of utililites that cannot be avoided. Includes potholing direct costs listed below. | 4 | 6 | | | | | | | 1 | 15 | 18 | | | | | | | | | | | | | 44 | $3,920.00 |
| **2.3 Potholing Overage (due to amount of surveying and repaving that had to be done to capture all project sites).** | | | | | | | | | **2** | | **16** | | | | | | | | | | **$5,489.02** | **$1,874.38** | | | **$8,803.40** |
| **2.4 3707 Property Boundary Survey (Lumos & Associates) & Incorporation of City Topographic Survey** | **2** | | | | | **2** | | | **2** | | **8** | | | | | | | | | | | | **7700** | | **$9,038.00** |
| 3. Hydrologic and Hyraulic Analysis | | | | | | | | | | | | | | | | | | | | | | | | 197 | **$31,575.26** |
| 3.1 Hydrology and Hydraulics Study for Revised Keller Clean Water Bypass and Wildwood Basin | 6 | 6 | | 2 | | 4 | | | 6 | | 8 | | | | | | | | | | | | | 50 | $6,726.73 |
| 3.2 Updates to PLRM | 2 | | | | | | | | 2 | | | 16 | | | | | | | | | | | | 20 | $1,948.00 |
| 3.3 Bijou Park Creek 2D Hydraulic Model - Set up and run 2D hydraulic model and use results to fine tune desgns. | 12 | 16 | | 48 | | 16 | | | 1 | | | | | | | | | | | | | | | 99 | $13,582.34 |
| **3.3 Bijou Park Creek 2D Hydraulic Model - Update and run new outfall location at Blackwood Road and run proposed conditions at Upper BPC** | | | | **36** | | | | | | | | | | | | | | | | | | | | | **$5,400.00** |
| 3.4 Osgood to Wildwood to Lake Hydraulic Capacity Analysis (New Task) | 2 | 8 | | 8 | | | | | | | | | | | | | | | | | | | | 28 | $3,918.19 |
| 4. Environmental Documents | | | | | | | | | | | | | | | | | | | | | | | | 466 | **$80,216.00** |
| 4.1 Updates to Proposed Project and Alternatives Descriptions (draft and final) for NEPA and CEQA | 6 | 2 | | | | 4 | | | 2 | | | | 2 | 12 | 12 | 12 | | | | | | | | 52 | $8,326.00 |
| 4.2 CEQA Compliance/Addendum | | | | | | | | | | | | | 4 | 32 | 40 | 16 | | | | | | | | 92 | $16,520.00 |
| 4.3 Tribal Notification Letter and Section 106 Letters | 2 | | | | | 8 | | | | | | | | 16 | | | | | | | | | | 26 | $4,180.00 |
| 4.4 Baseline Cultural Assessment and Report | 2 | | | | | | | | | | | | 2 | 12 | 80 | | | | | | | | | 96 | $17,540.00 |
| 4.5 JD/Wetlands Survey, Botanical Inventory and Invasive Plant Study, Report and Monitoring Plan | 2 | | 140 | | | | | | | | | | 2 | 4 | 16 | 12 | | | | | | | | 176 | $25,620.00 |
| 4.6 NEPA CatEx Support | 2 | | | | | | | 2 | | | | | 4 | 8 | 8 | | | | | | | | | 24 | $4,450.00 |
| **4.7 Additional wetland delination for area south of Shirley.** | | | **24.5** | | | | | **2** | | | | | | | | | | | | | | | | | **$3,580.00** |
| 5. License Agreements, Special Use Permits and Real Propertry Acquisitions | | | | | | | | | | | | | | | | | | | | | | | | 507 | **$73,989.00** |
| 5.1 License Agreements and Special Use Permits | **40** | | | | | | | | **0** | **0** | **0** | | | | | | | | | | | | | 40 | $6,000.00 |
| 5.2 TRPA Land Capability Verification | 8 | | | | | | | | 8 | 8 | 16 | | | | | | | | | | | | | | $4,032.00 |
| 5.3 Appraisals | 4 | | | | | | | | 20 | | 12 | | | | | | | | | 90 | | | | 126 | $15,298.00 |
| 5.4 Acquistion: Includes 1 Full Acquisition and 2 Partial Acquisitions | 2 | | | | | | | | 2 | | | | | | | | | 140 | | | | | | 144 | $20,856.00 |
| 5.5 Title, Escrow, and Closing (incl support) | 2 | | | | | | | | 12 | | 8 | | | | | | | 135 | 40 | | | | | 197 | $27,803.00 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. Permitting | | | | | | | | | | | | | | | | | | | | | | | | 188 | **$38,758.00** |
| 6.1 TRPA Permit | 4 | | | | | | | | 2 | 2 | 8 | | | | | | | | | | | | | 16 | $1,604.00 |
| 6.2 404/401/1600 permitting, including aquatic resources delineation (1 day site visit and report) | 16 | 16 | | | | | | | | | | | 16 | 16 | 24 | 40 | | | | | | | | 128 | $20,880.00 |
| 6.3 Stormwater Pollution Prevention Plan (SWPPP) | 4 | 24 | | | | 12 | | 4 | | | | | | | | | | | | | | | | 44 | $4,800.00 |
| **6.4 Additional permitting needs, splitting projects into separate phases.** | **24** | **16** | | | | **4** | | | **4** | | **4** | | | | | | | | | | | | | | **$6,628.00** |
| **6.5 Caltrans Technical Reports for Osgood Basin Overflow** | **8** | **20** | | **6** | | **2** | | | **2** | | | | | | | | | | | | | | | | **$4,846.00** |
| 7. 60% Design Level PS&E Documents and Draft Design Report | | | | | | | | | | | | | | | | | | | | | | | | 659 | **$75,944.43** |
| 7.1 60% Plans and Technical Specifications | **64** | 36 | | 8 | 8 | **64** | | | **16** | 16 | **64** | | | | | | | | | | | | | 307 | $36,461.17 |
| 7.2 60% Landscaping and Revegetation PS&E | 4 | | 36 | | | 10 | 16 | | 2 | | 4 | | | | | | | | | | | | | 72 | $8,822.00 |
| 7.3 Draft Project Design Report | 24 | 32 | | | 4 | 28 | | | 12 | 24 | 48 | | | | | | | | | | | | | 182 | $19,520.14 |
| 7.4 NEPA/CEQA Mitigation Design Requirements | 4 | | | | | 6 | | | 4 | | | | | | | | | | | | | | | 14 | $1,682.00 |
| 7.5 Plan Proof Field Visit | 8 | 8 | | | | | | | 4 | 4 | 8 | | | | | | | | | | | | | 40 | $4,995.12 |
| 7.6 60% Engineer's Estimate | 4 | 16 | | | | | | | 4 | 8 | 12 | | | | | | | | | | | | | 44 | $4,464.00 |
| 8. 90% PS&E | | | | | | | | | | | | | | | | | | | | | | | | 294 | **$32,504.38** |
| 8.1 90% Plans and Technical Specifications | 34 | 40 | 8 | | | 36 | 4 | 2 | 8 | 24 | 48 | | | | | | | | | | | | | 214 | $23,314.38 |
| 8.2 90% Design Report | 16 | 16 | | | 2 | | | 4 | 4 | 4 | 8 | | | | | | | | | | | | | 54 | $6,296.00 |
| 8.3 90% Engineer's Estimate | 4 | 12 | | | | | | | 3 | 3 | 4 | | | | | | | | | | | | | 26 | $2,894.00 |
| 9. 100% Bid Documents | | | | | | | | | | | | | | | | | | | | | | | | 226 | **$39,146.00** |
| 9.1 100% Admin Plans and Specifications | 24 | 36 | | | | 24 | | 2 | 16 | 16 | 24 | | | | | | | | | | | | | 142 | $15,242.00 |
| 9.2 100% Engineer's Estimate | 4 | 8 | | | | | | | 2 | 4 | 4 | | | | | | | | | | | | | 22 | $2,384.00 |
| 9.3 100% Final PS&E | 16 | 16 | | | | 16 | | | 2 | 4 | 8 | | | | | | | | | | | | | 62 | $6,920.00 |
| **9.4 Rockwood to Blackwood Additional Potholing/Design Elements** | **4** | | | | | | | | **40** | | **120** | | | | | | | | | | | | | | **$14,600.00** |
| 10. Bid Assistance | | | | | | | | | | | | | | | | | | | | | | | | | $6,772.00 |
| 10.1 Provide responses to bidder's questions | 16 | 8 | 4 | | 4 | | | | 4 | 8 | 4 | | | 4 | | | | | | | | | | 52 | $6,772.00 |
| 11. Construction Engineering (CE) | | | | | | | | | | | | | | | | | | | | | | | | | $15,258.00 |
| 11.1 Respond to RFIs and COs. | 16 | 8 | 4 | | | | | 2 | 2 | 6 | 4 | | | | | | | | | | | | | 42 | $5,050.00 |
| 11.2 Submittal Review and Response | 24 | 24 | 4 | | | 16 | | | 2 | 8 | 12 | | | | | | | | | | | | | 90 | $10,208.00 |
| **LABOR TOTALS** | **550** | **436** | **220.5** | **110** | **18** | **290** | **20** | **32** | **247** | **164** | **502** | **16** | **62** | **156** | **212** | **80** | **30** | **305** | **40** | **95** | | | | **6027** | |
| **TOTAL TASKS** | | | | | | | | | | | | | | | | | | | | | | | | | **$502,534.09** |
| Supplemental Survey of Bijou Park Creek (RTK/Total Station Rental Costs) | | | | | | | | | | | | | | | | | | | | | | | | | $1,200.00 |
| **Phase 1 Environmental Site Assesment - A&M Environmental Services** | | | | | | | | | | | | | | | | | | | | | | | | | **$2,300.00** |
| **~~Insite Land Surveys~~ - TerraGraphic Survyor: Supplemental Surveying for All Project Sites, Property Boundary and Easement Surveying for up to three parcels** | | | | | | | | | | | | | | | | | | | | | | | | | **$15,000.00** |
| NHC PCSWMM Model Updates | | | | | | | | | | | | | | | | | | | | | | | | | $1,000.00 |
| Potholing Contractor ($4,000/day for up to 3 days) | | | | | | | | | | | | | | | | | | | | | | | | | $12,000.00 |
| Cultural Records Search/Map Production | | | | | | | | | | | | | | | | | | | | | | | | | $750.00 |
| Mileage/Travel Tasks 8-15 | | | | | | | | | | | | | | | | | | | | | | | | | $3,000.00 |
| Report & Plan Production Costs | | | | | | | | | | | | | | | | | | | | | | | | | $400.00 |
| **DIRECT COST TOTALS** | | | | | | | | | | | | | | | | | | | | | | | | | **$35,650.00** |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| **TOTAL COSTS** | | | | | | | | | | | | | | | | | | | | | | | | | **$538,184.09** |

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**10

**Agenda Item:** Agreement with Black Eagle Consulting for Inspection, Materials Testing and Constructability Review Services for Citywide Capital Improvement Projects

**Executive Summary:** City Council will consider a contract with Black Eagle Consulting for $205,0000 for Inspection, Materials Testing and Constructability Review services for 2024 citywide capital improvement projects.

**Requested Action / Suggested Motions:** Pass a Resolution appropriating $96,000 from salary savings for construction inspection services and materials testing services for citywide capital improvement projects and authorizing and directing the Mayor to execute a contract with Black Eagle Consulting for $205,000 for inspection, materials testing and constructability reviews for 2024 citywide capital improvement projects.

**Responsible Staff Member:** Anush Nejad, Director of Public Works

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

**Attachments:**

01-Staff Report - Inspection Award.docx
02 - PSA with Black Eagle for Inspection Material Testing Services.pdf
03-Resolution - Inspection Services.docx

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

## Meeting Date: June 18, 2024

**Title:** Agreement with Black Eagle Consulting for Inspection and Materials Testing Services for Citywide Capital Improvement Program

**Project Location:** Citywide

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

**Background:** The 2024-25 Construction Season has several Capital Improvement Program (CIP) projects that require inspection and materials testing services. These anticipated projects are listed in the table below. The EV Charging Stations and Conolley Beach restroom projects are proposed projects in the 2024-25 CIP and require Council approval during 2024 budget process.

| **Inspection and Materials Testing Services Needed** | **Status** |
|---|---|
| 1. Annual Pavement Rehabilitation | Contract Awarded |
| 2. Tahoe Valley Stormwater and Greenbelt Improvement Project. Phase 1 | Contract Awarded |
| 3. Tahoe Valley Stormwater and Greenbelt Improvement Project. Phase 2 | Anticipated Award 8/24 |
| 4. Bijou Park Creek Project—Upper Watershed | Anticipated Award 8/24 |
| 5. Pioneer Trail Improvements—Phase II | Anticipated Award 9/24 |
| 6. Drainage Pipe Replacements | Anticipated Award 9/24 |
| **Materials Testing Services Needed** | |
| 1. Bijou Park Skate Park Renovations—Phase II | Anticipated Award 8/24 |
| 2. James and Eloise Drainage Pipe Replacement | Anticipated Award 9/24 |
| 3. Pioneer Trail HSIP Project | Anticipated Award 8/24 |
| 4. Bijou Park Connector Project | Anticipated Award 2025 |
| 5. Lakeview ADA Upgrade Project | Anticipated Award 2025 |
| 6. EV Charging Station Infrastructure (CIP approval pending) | Anticipated Award 2025 |
| 7. Conolley Beach Restroom (CIP approval pending) | Anticipated Award 2025 |

In addition, the City Inspector resigned in early May 2024. Additional resources are needed to backfill this year's construction inspection needs. The inspection and testing services represent the owner's interest and provide oversight over the inspection of various components of the project, including the acceptance of various components of the project. The inspector will provide daily, weekly, and monthly reports to the Engineering Division and test various project components. In addition, staff has identified the need for constructability reviews for several outgoing CIP projects. Constructability reviews will aid in minimizing potential conflicts during construction and potential contract change orders.

**Issue and Discussion**: After recognizing this need and discussing it with the project team, staff began soliciting proposals for inspection and materials testing services. Staff released a Request for Proposal Proposals (RFP) to the public on May 3, 2024.

Six hundred fifty (650) firms specializing in inspection and construction management services were electronically notified through Planet Bids. A pre-proposal meeting was conducted on May 13, 2024. Ten firms registered as bidders and downloaded the RFP documents. On May 24, 2024, the Department of Public Works received four (4) electronic submittals.

All submittals were distributed to the three (3) City's evaluation team members, including Public Works and Finance department staff members. Each team member evaluated and then numerically scored each proposal based on the criteria outlined in the RFP. The scores of all three evaluators were then added to achieve a cumulative score for each submittal.

*The table* below lists the scoring/ranking of the firms.

| Rank | Firm | Cumulative Score |
|---|---|---|
| **1** | Black Eagle Consulting, Inc. | 266 |
| **2** | Nicoles Consulting Engineers | 249 |
| **3** | KGS Group | 228 |
| **4** | BPR Consulting Group | 208 |

Based on the scoring Black Eagle Consulting was the top ranked firm. The staff has estimated the inspection costs, materials testing, and constructability review for the 2024 construction season and recommends a not-to-exceed amount of $205,000 for the 2024 construction season. Staff will evaluate the expenditures after the 2024 construction season and the need for an extension of inspection support service in 2025 based on the replacement of the in-house inspector/engineer. The RFP included construction projects anticipated in the 2025 season and Black Eagle scope can be expanded for the 2025 season based on the procurement policies. Staff will present the request for additional funding by early spring of 2025.

**Financial Implications:** The recommended contract amount for Black Eagle Consulting is $205,000, as shown in the table below. The cost of the inspection services will be covered by the salary savings from the vacant inspector position and unfilled associate engineer position. A total of $96,000 will be transferred from the salary savings to cover the inspection services for this year. The materials testing and constructability reviews will be charged to each project as shown in the table below. Each project has funds for the anticipated materials testing or constructability reviews.

## Anticipated 2024 Inspection, Materials Testing, and Constructability Reviews
## Estimated Level of Effort

| Inspection and Materials Testing Services | Status | Project Number | To be Paid from Salary Savings | To be Charged to Each Project | |
|---|---|---|---|---|---|
| | | | Inspection | Materials Testing | Constructability Review |
| 1. Annual Pavement Rehabilitation | Contract Awarded | 30150005-48030 | $ 25,000 | $ 28,000 | NA |
| 2. Tahoe Valley Stormwater and Greenbelt Improvement Project. Phase 1 | Contract Awarded | 30140030-48030 | $ 20,000 | $ 10,000 | NA |
| 3. Tahoe Valley Stormwater and Greenbelt Improvement Project. Phase 2 | Anticipated Award 8/24 | 30140030-48030 | $ 20,000 | $ 10,000 | NA |
| 4. Bijou Park Creek Project—Upper Watershed | Anticipated Award 8/24 | 30140051-48030 | $ 15,000 | $ 20,000 | $ 7,500 |
| 5. Pioneer Trail Improvements—Phase II | Anticipated Award 9/24 | 30150024-48030 | TBD | TBD | $ 7,500 |
| 6. Drainage Pipe Replacements | Anticipated Award 9/24 | 30140049-48030 | $ 10,000 | $ 5,000 | $ 4,000 |
| **Materials Testing Services** | | | | | |
| 1. Bijou Park Skate Park Renovations—Phase II | Anticipated Award 8/24 | 30160075-48030 | TBD | $ 5,000 | NA |
| 2. James and Eloise Drainage Pipe Replacement | Anticipated Award 9/24 | 30140053-48030 | $ 6,000 | $ 3,000 | NA |
| 3. Pioneer Trail HSIP Project | Anticipated Award 8/24 | 30150038-48030 | TBD | $ 5,000 | NA |
| 4. Bijou Park Connector Project | Anticipated Award 2025 | 30150037-48030 | TBD | TBD | TBD |
| 5. Lakeview ADA Upgrade Project | Anticipated Award 2025 | 30160051-48030 | TBD | 4000 | TBD |
| 6. EV Charging Station Infrastructure (CIP approval pending) | Anticipated Award 2025 | TBD | TBD | TBD | TBD |
| 7. Conolley Beach Restroom (CIP approval pending) | Anticipated Award 2025 | TBD | TBD | TBD | TBD |
| **Total (2024 Constrruction Season)** | **$205,000** | | $ 96,000 | $ 90,000 | $ 19,000 |

The attached resolution will appropriate $96,000 for the Inspection Services. Materials Testing and Constructability reviews anticipated for the 2024 construction season will be charged to each project. Funding for the 2025 construction season will be requested after the evaluation of 2024 expenditures and presented to the City Council for consideration in the Spring of 2025.

**Environmental Considerations:**
Environmental clearance for each of the CIP projects is completed or in the process of completion. Procurement of an inspector and materials testing is not subject to environmental clearance requirements.

**Policy Implications:**
Retaining a qualified inspector and materials testing services is essential for delivering high-quality Capital Improvement Projects. Without these services, the construction work may be compromised, affecting the quality of the work.

**CITY OF SOUTH LAKE TAHOE**

# PROFESSIONAL SERVICES AGREEMENT

This Agreement is made and entered into as of the 18th day of June 2024, by and between the **City of South Lake Tahoe**, a municipal corporation ("City") and Black Eagle Consulting (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 until December 31, 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 $205,000 without additional written authorization from City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to City at the time of payment. Payment is contingent upon compliance with all terms and conditions of this Agreement, as set forth herein. Consultant shall obtain prior written authorization from the City Project Manager for any costs in excess of budgeted amounts for each line item, task, or obligation under the Scope of Services.

4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Separate invoices shall be submitted for the Inspection Services and for each project for materials testing and constructability reviews. 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 an 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: Black Eagle Consulting, Inc.
Shaun Smith, PE
4010 Technology Way, Suite D
Carson City, NV 89706

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 workplace 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_____
Cody Bass, Mayor

Date _____

CONSULTANT: Black Eagle Consulting

By _____
Shaun Smith, P.E., LEED AP
Reginal Vice President

Date _____

Business License 321632

APPROVED AS TO FORM:

By_____
Heather Stroud, City Attorney

Date _____

ATTEST:

By_____
Susan Blankenship, City Clerk

Date _____

Attachments:
Exhibit A – Scope of Services
Exhibit B – Compensation Schedule
Exhibit C - Anti-Lobbying Certification
Exhibit D – Certificate of Insurance

# EXHIBIT A

## SCOPE OF SERVICES

Black Eagle Consulting
An RMA Company

# STATEMENT OF QUALIFICATIONS

## PREPARED FOR:
## CITY OF SOUTH LAKE TAHOE
## ON-CALL INSPECTION AND MATERIALS TESTING SERVICES



# TABLE OF CONTENTS

A | COVER LETTER

B | EXECUTIVE SUMMARY

C | COMPANY/TEAM HISTORY, BACKGROUND, AND EXPERIENCE

D | PROJECT MANAGER/PROJECT TEAM

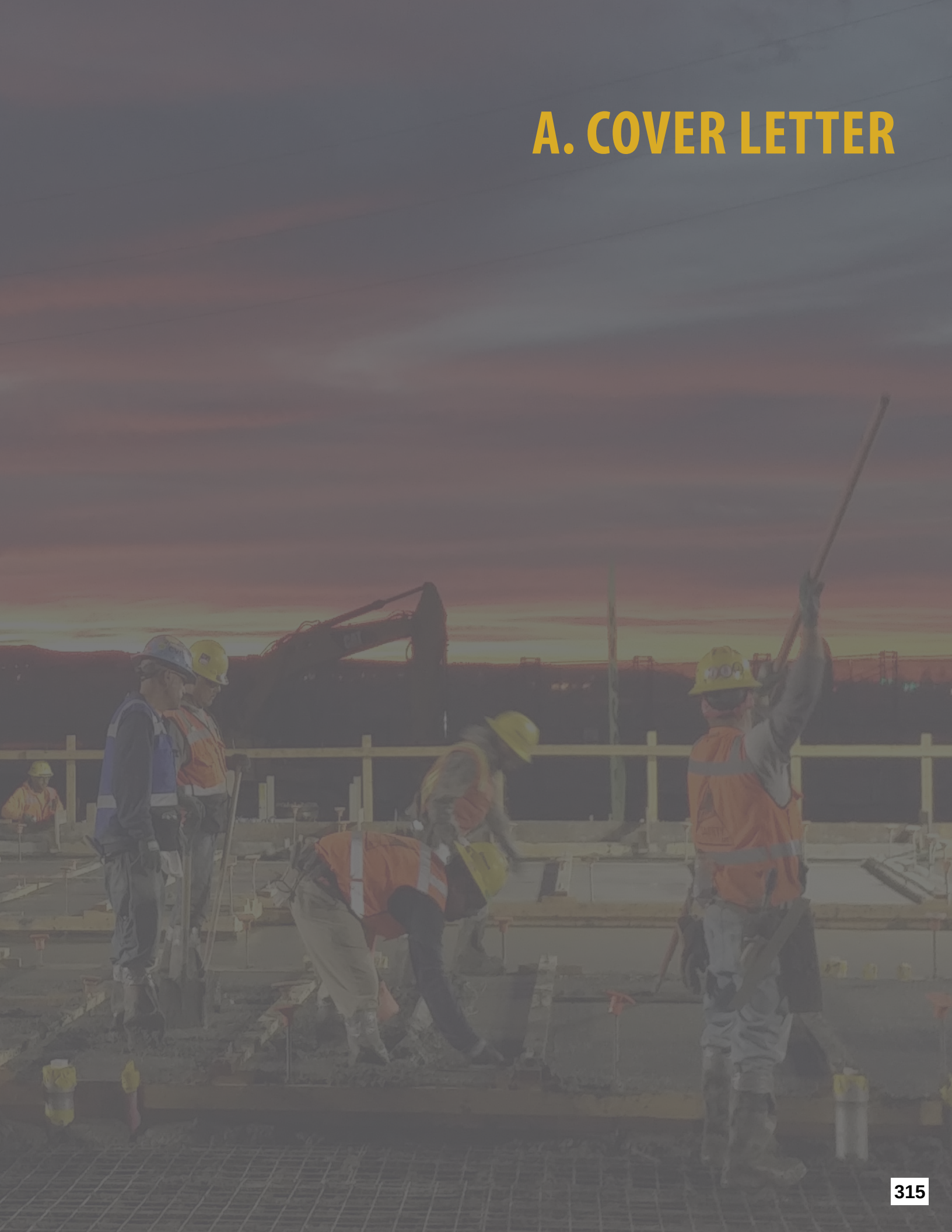
E | SCOPE OF WORK/IMPLEMENTATION

F | PROJECT BUDGET

G | DESCRIPTION OF RECENT PROJECTS/REFERENCES

ATTACHMENTS

# A. COVER LETTER



Black Eagle Consulting
An RMA Company
3839 North Carson Street, Suite 101
Carson City, NV 89706
blackeagleconsulting.com
775.222.0080

Mr. Anush Nejad, P.E.
Director of Public Works
City of South Lake Tahoe
1740 D Street
South Lake Tahoe, CA 96150

May 24, 2024

**RE: REQUEST FOR PROPOSALS, ON-CALL INSPECTION AND MATERIALS TESTING 2024-2025**

Dear City of South Lake Tahoe Selection Committee:

As Regional Vice President of Black Eagle Consulting, LLC (BEC), an RMA Company, I'm pleased to submit the following Statement of Qualifications (SOQ) to provide inspection, materials testing, and constructibility review services. **For more than 27 years, BEC has provided unmatched geotechnical engineering, materials testing and inspection services to the Lake Tahoe Basin, Northern California** and our northern Nevada community. We have a long-standing history working in the Tahoe Basin and look forward to partnering with the City of South Lake to lead this community through a long history of successful projects. Our company is dedicated to our core values: Quality - Integrity - Accountability. These words create the foundation for all of the services that we provide.

## QUALITY: A HIGH LEVEL OF VALUE AND DEGREE OF EXCELLENCE.

At BEC, quality is achieved by providing experienced and certified personnel to our clients. Each design/construction project is made up of multiple complex phases. We carefully review the project schedule, break down each phase, and assign the most qualified individuals to each critical path item. As you review our resumes of key personnel, you will see our unmatched depth and breadth of qualifications.

## INTEGRITY: FIRM ADHERENCE TO A CODE.

In the specialized world of construction inspection and materials testing, integrity is imperative. Owners, operators, architects, engineers, and contractors rely on us to provide an unbiased interpretation of site conditions, construction materials, and project specifications. Our job is to verify, document, and communicate construction activities and code compliance. We stand by our long history of providing these services with integrity at the forefront of our processes.

## ACCOUNTABILITY: AN OBLIGATION OR WILLINGNESS TO ACCEPT RESPONSIBILITY FOR ONE'S ACTIONS.

As individual members of a larger team, BEC understands the importance of accountability. We strive to provide responsible, accurate and reliable services to our clients. However, in the unlikely event that an unacceptable action or error occurs, we will accept responsibility and do our best to quickly resolve the situation.

As a company, we are extremely interested in continuing our relationship with the City on upcoming construction projects. We are committed to supporting the City Engineering Department's vision of "safeguarding life, health, property, and public welfare through review, design, bid, and construction of public improvement projects." Our goal is to provide the requested on-call materials testing and construction inspection services necessary tosuccessfully deliver outstanding projects on time and on budget. The City has been a fantastic partner throughout our 27-year history; we enjoy working with the public works team to help produce a safe and sustainable City. The Proposal shall remain valid for a period of not less than 120 calendar days from the date of submittal.

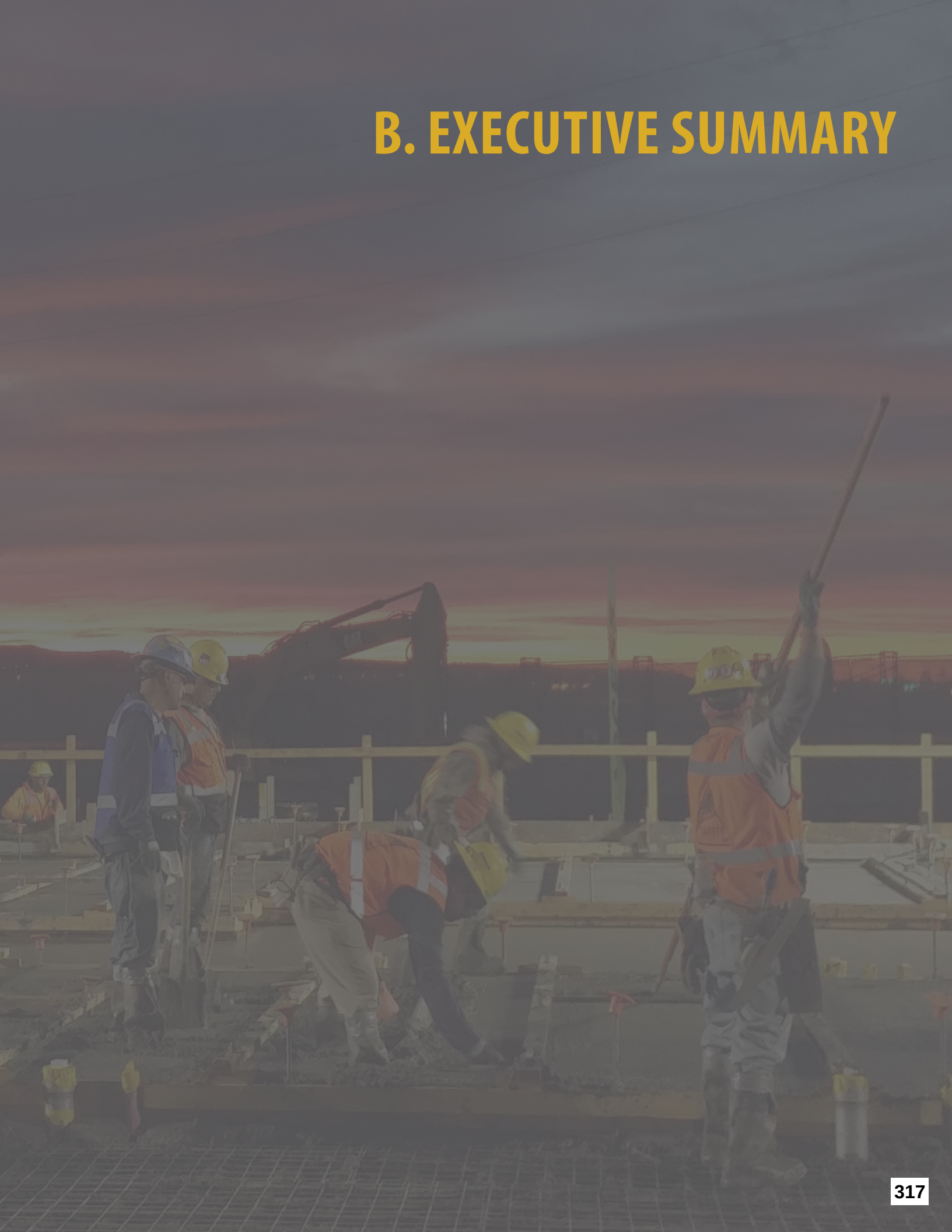
Sincerely,

Shaun A. Smith

*Shaun A. Smith, P.E., LEED AP*
Regional Vice President
**Black Eagle Consulting, LLC**

3839 North Carson Street, Suite 101
Carson City, NV 89706
Cell: 775.843.6755

# B. EXECUTIVE SUMMARY





# B. EXCEUTIVE SUMMARY

## Black Eagle Consulting, LLC

**BEC** is looking forward to leading the City of South Lake Tahoe's 2024-2025 on-call inspection and materials testing services. These services fit our company mission to **"Apply our expertise in geotechnical engineering and construction services to support our clients' projects while enriching the development of our community."**

## Local Experience

Our 27-year history in the region and our recent project experience with the City of South Lake Tahoe and other local public agencies makes BEC the clear choice. Due to our ongoing work with the City, BEC is intimately familiar with all local regulations and sister agency requirements. We understand that our inspectors are an extension of the City of South Lake Tahoe and they will work closely with the City and the public to compassionately resolve concerns that arise during construction activities.

Our recent experience includes but is not limited to:

- 2022 TO 2024 CITY OF SOUTH LAKE TAHOE ON-CALL, SOUTH LAKE TAHOE ROAD REHABILITATION
- YOSEMITE NATIONAL PARK, REPAIRS ON WAWONA ROAD
- CA FLAP NEC 40(1) DONNER PASS ROAD
- FLINT ROAD RECONSTRUCTION
- SOUTH CARSON COMPLETE STREETS PROJECT
- TAHOE CITY SIDEWALK AND BIKE TRAIL
- EAST LONG STREET 2021 PAVEMENT RECONSTRUCTION

## Experienced Team

Similar to the projects listed above, our team fully understands the scope of this assignment. BEC will provide, at a minimum, one fully qualified and certified project inspector who will coordinate daily with the on-site contractors, materials testers, and the City Engineer's representative. Our inspector(s) will be dedicated full-time to this assignment and will be on-site to prepare daily field reports related to multiple ongoing construction projects. Inspection services include, but are not limited to, construction progress coordination, materials testing coordination, review of contractors' requests for information (RFIs), and review of construction change orders (CCOs).

In addition to construction inspection, BEC will also provide on-call materials testing and constructability review services, as requested. Our local in-house California Professional Engineer (PE), Shaun Smith, has 27 years of civil design and construction management experience and is available as needed for constructability and project fee estimate reviews. Shaun will also be supported by Tyler Hough, Quality Control Division Manager; Lindsey Smith, PE, Laboratory Manager; Richard Machado, Project Inspector/Project Manager; and Damian Branco, Construction Inspector.

All of these services dovetail nicely into our existing contract with the City to provide materials testing services for the 2024-2025 construction seasons. To deliver consistency and efficiency, our on-site inspector will coordinate with the City's Designated Representative to synchronize all additional materials testing and constructability review assignments.

BEC has the expertise, ability, and available senior staff to provide all the construction inspection, materials testing, and constructability review services required for this project. Our team is eager to begin work!

# C. COMPANY HISTORY, BACKGROUND, AND EXPERIENCE



# C. COMPANY HISTORY, BACKGROUND, AND EXPERIENCE

## BLACK EAGLE CONSULTING, LLC an RMA COMPANY

**BEC** is a Nevada firm that has **two offices located at 1345 Capital Boulevard, Suite A, Reno, Nevada 89502, and 3839 North Carson Street, Suite 101, Carson City, Nevada 89706. BEC Materials Testing Lab is 10 minutes from the project site.** BEC provides geotechnical engineering, laboratory materials testing, and construction inspection/testing services to Northern Nevada and Eastern California communities. **In February 2024, BEC was acquired by RMA Companies, a national provider of geotechnical and special inspections consulting services with similar values and a strong mission to provide best-in-class services.**

BEC provides on-site sampling/testing and in-house laboratory materials testing. In October 1997, our founders launched BEC with a desire to establish and grow long-term client relationships based on **Quality – Integrity – Accountability.** These guiding principles, coupled with our strong technical and construction background, assure that BEC's design and construction services are practical and cost-effective while guaranteeing quality and project performance. Over our **27-year history,** we have developed an experienced, detail-oriented team able to provide our clients with an excellent standard of technical ability and professional service. Our key personnel have worked together as a team for many years. **Our staff presently consists of 57 highly qualified and certified employees, including civil engineers, geologists, inspectors, laboratory technicians and field material technicians.** All employees live locally, report daily to our respective offices, and are immediately available to provide services. We are well versed in all geotechnical and materials aspects of geotechnical design, construction inspection, and materials testing for street rehabilitation, public buildings and public and private infrastructure projects.

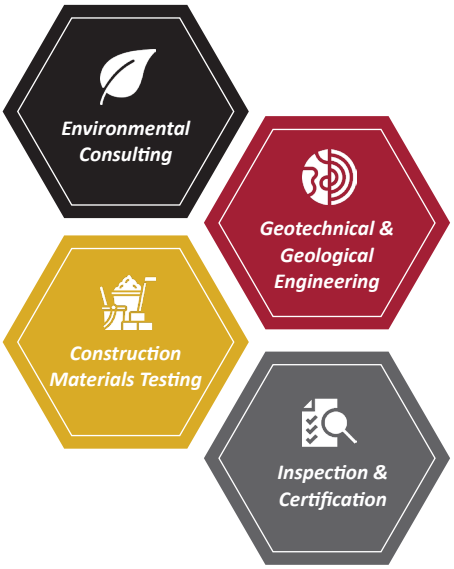
Because BEC maintains such a diverse staff, we are very flexible with respect to the types of services we can provide. BEC can provide any of the following in-house services individually or as a package, depending on project requirements: Construction inspection and testing, including International Code Council (ICC) and non-destructive examination inspections; materials engineering and testing; geotechnical/geological and construction engineering consultation.

Our quality control project managers, engineers and field testers have extensive knowledge of the City's Design and Construction Standards, Standard Specifications for Public Works Construction ("Orange Book"), and International Building Code (IBC) 1704 Special Inspection requirements. We can provide thorough and timely review of concrete and asphalt mix designs, construction material submittals, laboratory data and project-specific geotechnical reports. **Our inspection and testing staff is available 24 hours a day, 7 days a week to ensure that projects are constructed under optimum conditions (i.e., low traffic times) to help them remain on schedule and on budget.**

Our staff includes personnel with vast experience in materials engineering and testing. **BEC has complete soils, concrete, and asphalt concrete testing laboratories in Reno and Carson City as well as three mobile labs.** Our testing laboratories maintain state-of-the-art equipment and full certification through American Association of State Highway Transportation Officials (AASHTO) Resource for all testing required. All materials sampling will be performed by Nevada Alliance for Quality Transportation Construction (NAQTC) and American Concrete Institute (ACI)-certified staff members who are well-versed in proper sampling techniques. All sampling is done in strict accordance with applicable American Society for Testing and Materials (ASTM), the Nevada Department of Transportation (NDOT) Standard Specification for Road and Bridge Construction (Silver Book), Standard Specifications for Public Works Construction (Orange Book), ACI and NAQTC standards.

# C. COMPANY HISTORY, BACKGROUND, AND EXPERIENCE

## FIRM INFORMATION




BEC is part of a diverse set of consulting engineering firms that offer services in construction materials engineering, laboratory materials testing and certification, construction inspection and quality management, environmental consulting, engineering geology, and geotechnical engineering. **Our passion for high-end service** drives constant innovation and investment in developing world-class lab facilities and interactive management technologies.

We serve from our 40-plus offices located in 16 states and are ranked on ENR's Top 500 list alongside the nation's top firms. The competitive spirit that lives in every member of **our team ensures that we consistently deliver our best results** through high-quality technical expertise and devotedly responsive interactions with our clients. We pride ourselves on our proactive solutions and attentive communication in every projec

Over the course of our history, **BEC has developed long-standing positive relationships** with the agencies and firms we interact with, establishing clear lines of communication and complete team integration. We act as an extension of our clients' staff and are fully invested in the successful outcome of their projects. Our clients trust us to act in their best interest by providing superior levels of quality with strict adherence to their budgets and schedules.

With a 60+ year history, BEC and the RMA Companies have a passion for high-end services, constant innovation, and investment in developing world-class laboratory facilities and interactive management technologies. Each member of our staff is committed to service, innovation, and the success of our clients.

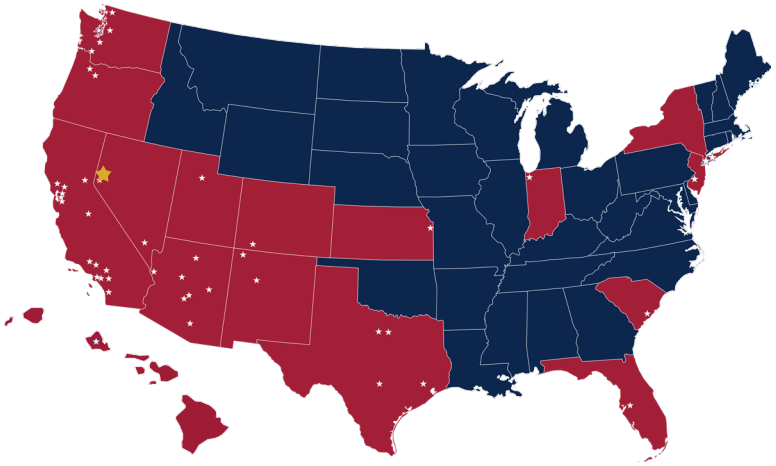
Today, we have grown to employ nearly 1,500 of the industry's brightest engineers, geologists, technicians, inspectors, and construction professionals. **BEC has the capacity to undertake the project and services for the City of South Lake Tahoe in conformity with the requirements of the RFP.**

**16** STATES

**40+** OFFICES

**1,500** EMPLOYEES

***And we're still growing!***



★ ***BLACK EAGLE CONSULTING RENO, NV OFFICE LOCATION***

# C. COMPANY HISTORY, BACKGROUND, AND EXPERIENCE

For this specific project, we will focus on the services required, which is special inspection and include our materials testing in case the lab is needed during the course of the project.

## SPECIAL INSPECTION

Our special inspection personnel rely on a substantial amount of project experience and certifications that allow BEC to provide these services on literally any type of construction project. Our inspectors maintain ACI, NAQTC, and ICC certifications for each available category as well as American Welding Society (AWS), and American Society for Nondestructive Testing (ASNT) certifications. Each Level II inspector has in excess of 40 hours of classroom training and 1,900 hours of field experience, as required by ASNT and BEC's NDT Procedures Manual. Our professionals are certified in ultrasonic testing (UT), radiographic testing (RT), magnetic particle testing (MT), and dye penetrant testing (PT). BEC has a comprehensive and rigorous NDT training and certification program that is administered by our retained Level III certified inspector. We have the most comprehensive and respected inspection and testing qualifications in the region. This combination of technical expertise and construction experience allows BEC to provide construction inspection services with a practical view and great attention to technical detail. The result is a project that is constructed per plans and specifications, on time and in budget, and most importantly, that will perform as intended.

Our technicians/inspectors are well-versed in all facets of construction, from simple roadways to highly technical buildings and bridge structures. BEC personnel are familiar with local contractors, various materials plants, and construction materials. They also possess vast knowledge of general construction methods practiced in northern Nevada and construction specifications outlined by the IBC, the Orange Book, NDOT, and Caltrans. Our construction inspection capabilities include:

- ✓ Inspection, testing, and sampling of construction materials, including native subgrade, structural fill, sub-base, aggregate base, pipe bedding, structural backfill, Portland cement concrete (PCC), post-tension slabs, PCC pavement (PCCP), asphalt concrete, grout, mortar and other construction materials by NAQTC-certified testers/inspectors.
- ✓ Field inspection and sampling of PCC and PCCP for mix design verification to include slump, air content, mix and ambient temperatures, unit weight, yield, casting of concrete beams for flexural strength, and concrete cylinders for compressive strength testing by ACI-certified technicians.
- ✓ Field sampling and observation of asphalt paving operations, including pre-paving check of the planned paving surface, verification of lay down temperatures and mat thickness, nuclear density testing to establish rolling patterns, sampling of hot-mix for laboratory testing, and coring of pavement to check in-place thickness, compaction, and air voids (mix design verification).
- ✓ Inspection, testing and sampling of construction materials from source plants and hot-plant calibration.
- ✓ Special inspection by ICC, AWS, Certified Welding Inspector (CWI) and ASNT certified inspectors with capabilities of inspecting reinforced concrete, pre- and post-tensioned concrete, reinforced masonry, field and shop structural steel and welding (UT and RT), high-strength bolting, anchor proof load testing, fireproofing, fire resistive penetration, roofing, seismic nailing, seismic restraints, residential/commercial building inspection and floor flatness/floor levelness (FF/FL).
- ✓ Non-destructive testing and inspection including UT, MT, PT, and radiographic (x-ray) inspection.
- ✓ Review and approval of contractor pay estimates.
- ✓ Inspection of dedicated improvements to ensure conformance with project drawings and specifications as well as NDOT, Orange Book and Douglas County specifications.
- ✓ Project documentation, including daily inspection reports, applicable testing reports, quantity calculations, and punch list items.

## MATERIALS TESTING

Our laboratory and field materials technicians maintain Nevada Alliance for Quality Transportation Construction (NAQTC) and American Concrete Institute (ACI) certifications. BEC has complete soils, concrete, and asphalt concrete testing laboratories in Reno, Nevada, and Carson City, Nevada, and we can also equip mobile laboratories for remote sites. Our testing laboratory maintains state-of-the-art testing equipment, including an asphalt ignition furnace, kneading compactor (R-Value), Direct Shear machine, etc., and accredited certification through the American Association of State Highway Transportation Officials (AASHTO), Materials Reference Laboratory (AMRL), California Department of Transportation (Caltrans), and the Cement and Concrete Reference Laboratory (CCRL). Our laboratory and field technicians possess a thorough understanding of the Standard Specifications for Public Works Construction (SSPWC or the Orange Book), the American Society for Testing and Materials (ASTM), AASHTO, and Nevada Department of Transportation (NDOT) testing policies and procedures.

BEC has performed special inspection services on some of the largest projects constructed in northern Nevada, including the I-580 Freeway, Tesla Gigafactory, Switch Tahoe-Reno Citadel Campus, Google Data Center Campus, multiple University of Nevada, Reno (UNR) and State Public Works Division (SPWD) projects, and numerous casino and event center developments.

BEC prides itself on being able to provide accurate laboratory test results in a timely manner to allow construction to proceed uninterrupted.

## COMPREHENSIVE LABORATORY CAPABILITIES

BEC maintains the most comprehensive laboratory resources available. Our laboratories have sample receiving areas and are equipped with moist curing rooms, fume hoods, compressed air, deionized water, and other general utilities required for certified facilities.



Our moist curing rooms are walk-in storage units with controlled temperature and relative humidity. Our asphalt laboratories are at the cutting edge of the latest technologies performing mix design tests utilizing the Gyratory compactor and rut testing of asphalt mixes utilizing the Hamburg wheel tracking device.

Our universal tension / compression machines run from 60k pounds to 600k pounds and are fully instrumented and equipped to test up to a number 18 reinforcing steel bars. Our laboratories are ISO 17025 accredited and approved to test mechanical couplers, and welded splices and hoops for columns used in construction.

All of our laboratories comply with the requirements for laboratory facilities detailed in ASTM E-329 and are inspected bi-annually by the Cement and Concrete Reference Laboratory (CCRL) and the American Association of State Highway and Transportation Officials Materials Reference Laboratory (AMRL) of the National Bureau of Standards.

# C. COMPANY HISTORY, BACKGROUND, AND EXPERIENCE

BEC actively participates in the Reference Sample Program (RSP) offered by the CCRL, the AMRL, and Caltrans. The Reference Sample Program (RSP) is an integral part of 23 CFR 637 B and evaluates laboratory equipment, testing practices, technician competence, and the accuracy and reproducibility of test results using reference or control samples. To maintain Caltrans accreditation, laboratories must participate in all RSP rounds involving a test method they actively carry accreditation for. Our certified testing laboratories are also recognized as a soils and physical materials testing agency by additional agencies:

- AASHTO
- CCRL
- FAA
- USACE
- DSA
- CRRC
- ISO
- AAP
- A2LA
- AAMA
- ASTM
- OSHPD/HCAI
- Various DOTs
- and many more.

## MOBILE LABORATORIES

In addition to our permanent and satellite laboratory facilities, BEC owns a fleet of 15 self-sufficient and customizable mobile laboratories. They operate autonomously with internal power and water, allowing them to be relocated to different project sites throughout the duration of a project, maximizing their efficiency. These self-sufficient units are like mobile workhorses, ready to tackle construction challenges wherever they're needed. These customizable laboratories can be fully staffed and equipped with all the necessary amenities to support any project. This can include computers with Wi-Fi capability, scanners, telephones, and any additional office equipment as needed. These labs can provide on-site concrete testing as well as sieve analysis, compaction testing of concrete and structural strength tests.









# SHAUN SMITH P.E., LEED AP

## PRINCIPAL-IN-CHARGE/PROJECT ENGINEER

### EDUCATION
B.S., Engineering Science

### REGISTRATIONS/CERTIFICATIONS
P.E., Civil, Nevada, No. 015819
P.E., Civil, California, No. 71219
LEED Accredited Professional

### YEARS WITH BEC
9 years

### BIO
Mr. Smith is a Civil Engineer with over 27 years of design and construction project management experience in northern Nevada. His background and previous work experience include civil engineering design, project management and business development. Mr. Smith has a wealth of design knowledge in working with both public and private sector clients. Mr. Smith is a licensed professional engineer in Nevada and California, and in 2007 he was recognized as the American Society of Civil Engineers, Truckee Meadows Branch, Young Engineer of the Year. Mr. Smith is an active member of the American Society of Civil Engineers, American Public Works Association and the Associated General Contractors of America. As Regional Vice President, it is his responsibility to assure that projects are completed on time, within budget, and to the highest quality and accuracy standards.

### RELEVANT EXPERIENCE
- City of Reno On-CAll, Reno, NV
- City of Sparks On-Call, Sparks, NV
- City of South Lake Tahoe On-Call, South Lake Tahoe, NV
- State Public Works Division On-Call, NV
- Carson City Highway 50 East Water Main, Carson City, NV
- Carson City Production Well Emergency Generators, Carson City, NV
- Carson City Long Street Reconstruction, Carson City, NV
- Carson City Animal Shelter, Carson City, NV
- Carson City Downtown Streetscape, Carson City, NV
- City of Reno Lakeside Drive Sanitary Sewer Main Replacement, Reno, NV
- City of Reno Montello-Carville Neighborhood Street and Sewer & Water Rehabilitation 2011, Reno, NV
- City of Reno Sanitary Sewer & Water Rehabilitation 2009 & 2013, Reno, NV
- City of Sparks 2019 FY19 Unit 2
- City of Sparks 2020 Street Rehabilitation Unit 3
- City of Sparks 5 Ridges
- City of Sparks La Posada Drive Roundabout and Roadway Improvement
- City of Sparks Silverton Shores Park
- MUSTANG STY 1, Storey County, NV
- NDOT Carson City Freeway 2B-3, Carson City, NV
- NDOT Contract 3745 (Highway 50 Expansion Dayton to Silver Springs), Lyon County, NV
- NDOT USA Parkway, Storey County, NV
- RTC 4th Street Station Transit Center, Reno, NV
- RTC Centennial Plaza Transit Center, Sparks, NV
- RTC Lakeside Drive/Manzanita Lane Street Reconstruction, Reno, NV
- RTC Pyramid/McCarran Intersection Reconstruction Project, Sparks, NV



# RICHARD MACHADO

## PROJECT INSPECTOR/PROJECT MANAGER

### BIO

Mr. Machado possesses over 11 years of construction experience, with 6 years of inspection and testing experience. Mr. Machado is proficient in sampling and testing soils, PCC, and asphalt concrete, inspecting roadway projects for conformance with project specifications; and developing and completing punch-list items near the end of construction. Additionally, Mr. Machado's duties include working in the laboratory performing materials testing of aggregates, soils, concrete, and asphalt concrete. As a Project Manager, Mr. Machado is responsible for coordinating projects to include attending Preconstruction Meetings as well as post-construction documentation.

### EDUCATION

A.A., General Education

### REGISTRATIONS/CERTIFICATIONS

ICC Special Inspector: 8915783
Prestressed Concrete
Reinforced Concrete
Structural Masonry
Structural Steel and Bolting
ACI Concrete Field-Testing Technician
Grade 1, No. 01367419
NAQTC No. NV002060
Sampling and Density
Aggregates
Asphalt
Nuclear Density Gauge Certified
Mine Safety and Health
Administration
OSHA, 10-Hour

### YEARS WITH BEC

6 years

### RELEVANT EXPERIENCE

- City of Reno On-CAll, Reno, NV
- City of Sparks On-Call, Sparks, NV
- City of South Lake Tahoe On-Call, South Lake Tahoe, NV
- State Public Works Division On-Call, NV
- Tesla, Storey County, NV
- Switch SUPERNAP Data Center, Storey County, NV
- MUSTANG STY 1 (Google), Storey County, NV
- Carson City Downtown Streetscape, Carson City, NV
- East Long Street 2021 Pavement Reconstruction, Carson City, NV
- LogistiCenter 395, Reno, NV
- Longley Commerce Center, Reno, NV
- NDOT Cave Rock Tunnel Rehab, Douglas County, NV
- NDOT Contract 3585, Carson City Freeway Phase 2B-3 from Fairview Drive to South Carson Street, Carson City, NV
- NDOT Incline Village to Sand Harbor Bike Path Improvements, Washoe County, NV
- Plymouth Drive Road Reconstruction, Douglas County, NV
- Reno-Tahoe International Airport Runway 16L-34R; Reno, NV
- Roundhill Pines Resort Redevelopment Phase 2, Zephyr Cove, NV
- SouthEast Connector, Phase 1 & 2, RTC of Washoe County, Reno, NV
- Tesla Gigafactory, Storey County, NV
- The Preserve, Carson City, NV
- USA Parkway Extension, Lyon County/Storey County, NV
- WCSD Nick Poulakidas Elementary School, Reno, NV
- WCSD Rio Wrangler Elementary School, Reno, NV
- WCSD Sky Ranch Middle School, Sparks, NV



# TYLER HOUGH

## QUALITY CONTROL DIVISION MANAGER

### BIO

Mr. Hough has over 21 years of construction inspection and testing experience, mainly on large infrastructure projects such as RTC, Storey County Industrial Center, and NDOT. Mr. Hough is proficient in the following: sampling and testing soils, PCC, and asphalt concrete; inspecting roadway projects for conformance with project specifications; and executing punch-list items near the end of construction. Additionally, Mr. Hough's responsibilities include project management, reviewing and approving field technicians' daily field reports, preparing cost estimates for clients, and ensuring accurate invoicing to clients. Mr. Hough oversees the laboratory's process and procedure to perform materials testing of aggregates, soils, concrete, and asphalt concrete and distribution of information to clients.

### EDUCATION

Pioneer High School

### REGISTRATIONS/CERTIFICATIONS

ICC Special Inspector: 8373540
Firestopping
Prestressed Concrete
Reinforced Concrete
Residential Energy Inspector
Soils Special
Spray Applied Fire Proofing
Structural Masonry
Structural Steel and Bolting
ACI No. 01029379
Concrete Field-Testing Technician Grade 1
Concrete Strength Testing
NAQTC No. NV000521
Sampling and Density
Aggregates
Asphalt
MSHA
Nuclear Density Gauge Certified
OSHA, 10- Hour and 30-Hour

### YEARS WITH BEC

11 years

### RELEVANT EXPERIENCE

- City of Reno On-CAll, Reno, NV
- City of Sparks On-Call, Sparks, NV
- City of South Lake Tahoe On-Call, South Lake Tahoe, NV
- State Public Works Division On-Call, NV
- Carson City Airport Rehabilitation, Carson City, NV
- Carson City Animal Shelter, Carson City, NV
- Carson City Downtown Streetscape, Carson City, NV
- Carson City Highway 50 East Water Main, Carson City, NV
- Carson City Long Street Reconstruction, Carson City, NV
- Carson City Production Well Emergency Generators, Carson City, NV
- Carson City South Carson Complete Streets Project, Carson City, NV
- FedEx Distribution Facility, Storey County, Nevada
- Fulcrum Bio-Energy Processing Facility, Storey County, Nevada
- Gateway Commerce Warehouse, Storey County, Nevada
- Milan Drive Industrial Center, Storey County, Nevada
- Mustang Industrial SPEC Building, Storey County, Nevada
- MUSTANG STY 1 (Google), Storey County, Nevada
- NDOT No. 3164, Mustang/Wadsworth/Pyramid Interchange, Fernley, Washoe, Lyon, Churchill Co., NV
- NDOT No. 3194, US 395 3.14 Miles North of Leviathan Mine Road to Waterloo Lane, Douglas Co., NV
- NDOT No. 3221, SR88, Woodfords Rd, Nevada\California Stateline to Mackland Drive, Douglas Co., NV
- NDOT Contract 3327, Carson City Freeway Phase 2A
- NDOT Contract 3745, Highway 50 Phase 2 Widening, Lyon County, NV



# LINDSEY SMITH P.E.

## LABORATORY MANAGER

### BIO

Ms. Smith is a project engineer in our geotechnical engineering division, and she manages the materials testing laboratory at BEC. As a project engineer, she is responsible for the management of geotechnical engineering projects, including engineering analysis and report writing. As laboratory manager, she is responsible for coordination, data review, and report generation of the laboratory materials testing operations. Ms. Smith is also responsible for training of laboratory personnel, maintaining calibration records for all laboratory equipment, and maintaining laboratory accreditations with NDOT, AASHTO, AMRL, CCRL, and the U.S. Army Corps of Engineers.

### EDUCATION

B.S., Civil Engineering

Master of Business Administration

### REGISTRATIONS/CERTIFICATIONS

P.E., Civil, Nevada, No. 027759
P.E., Civil, Oregon, No. 100244PE
ACI Concrete Strength Testing Technician No. 01385171
NAQTC No. NV001930
- Aggregates
- Asphalt Extended

Nuclear Density Gauge Certified Radiation Safety Officer
OSHA, 30-Hour

### YEARS WITH BEC

11 years

### RELEVANT EXPERIENCE

- City of Reno On-CAll, Reno, NV
- City of Sparks On-Call, Sparks, NV
- City of South Lake Tahoe On-Call, South Lake Tahoe, NV
- State Public Works Division On-Call, NV
- TMWRF Polymer Storage Building, Reno, NV
- TMWA Spring Creek Well 7 Recharge Improvements, Reno, NV
- Carson City Animal Shelter, Carson City, NV
- Carson City Downtown Streetscape, Carson City, NV
- Carson City Hwy 50 East Water Main, Carson City, NV
- Carson City Long Street Reconstruction, Carson City, NV
- Carson City Production Well Emergency Generators, Carson City, NV
- City of Reno Virginia Street Bridge
- City of Sparks 2019 FY 19 Unit 2
- City of Sparks 2020 Streets Rehab. Unit 3
- City of Sparks El Rancho Sewer Improvement
- City of Sparks Kiley Ranch Phase 6
- City of Sparks La Posada Drive Roundabout and Roadway Improvements
- City of Sparks Stonebrook Subdivision
- City of Sparks Wingfield Hills Road at Kiley Ranch
- NDOT Spaghetti Bowl Xpress, Reno, NV
- RTC 2019 Reno Consolidated 19-01, Reno, NV
- RTC 2019 Sparks Consolidated 19-01, Sparks, NV
- RTC Lemmon Drive Capacity Improvements & DDI Projects, Reno, NV
- RTC Southeast Connector, Phase II; Reno, NV
- RTC Street Rehabilitation, Reno & Sparks, NV
- Tesla Gigafactory, Storey County, NV



# DAMIAN BRANCO

## CONSTRUCTION INSPECTOR

### BIO

Mr. Branco is mainly focusing on public infrastructure projects and large private developments. His field experience has helped him pass ICC, ACI and NAQTC testing. Mr. Branco is responsible for field testing and inspection, as well as documentation of work completed. These responsibilities include inspection documentation, and field materials testing of earthwork, utility trench backfill, aggregate base, hot-mix asphalt and PCC placement associated with highway, industrial, and subdivision projects.

### EDUCATION

A.S., Project Management

### REGISTRATIONS/CERTIFICATIONS

ICC Special Inspector # 10331186
Reinforced Concrete
Structural Steel & Bolting
Spray Applied Fireproofing
ACI Concrete Field-Testing Technician
Grade 1, No. 02247473
NAQTC No. 002837
Sampling and Density
Aggregates
Asphalt
OSHA, 10-Hour

### YEARS WITH BEC

<1 year

### RELEVANT EXPERIENCE

- City of Reno On-CAll, Reno, NV
- City of Sparks On-Call, Sparks, NV
- City of South Lake Tahoe On-Call, South Lake Tahoe, NV
- State Public Works Division On-Call, NV
- Google, Special Inspector, Storey County, NV
- Tahoe City PUD W. Lake Tahoe Water Treatment Plant, Tahoma, CA
- Redwood Materials, Building 1 TI, Storey County, NV
- ABTC Peru Dr, Ph.2, Storey County, NV
- Nevada Commerce Center, Fernley, NV
- 1400 Electric Ave, Storey County, NV
- Mears Pipeline, various, NV
- Sierra Flats, Phase 2, Bdgs 3 and 4; Carson City, NV
- NDOT Pilot Peak New Solar Array, Lander County, NV
- Mt. Rose & Tahoe Meadows Trail Maintenance, Washoe County, NV
- Aqua Metals TI, Carson City, NV
- Mt. Grant PT Building, Hawthorne, NV
- Dayton RV Boat & Storage, Carson City, NV
- Royal Apartments Carports, Carson City, NV
- Washoe Stewart Subdivision, Carson City, NV
- Waste Management Loading Ramp, Carson City, NV

# D. PROJECT INSPECTOR AND PROJECT TEAM





# D. PROJECT INSPECTOR AND PROJECT TEAM

BEC has the best team in place to service the City of South Lake Tahoe Public Works Department for the on-call inspection and materials testing services. In addition to being thoroughly familiar with the project from our work performing the geotechnical inspection and report, we have the most experienced and trusted special inspectors. Through the previous on-call contract, our team had developed a strong working relationship with the City. Lastly, we have performed special inspection on many projects that are multi-storied and large, greater than 69,000 sq ft. We have the capacity, experience, and capability to ensure your project gets built to code and goes smoothly.

## KEY PERSONNEL

**Shaun Smith, P.E., LEED AP - Principal-in-Charge/Project Engineer** | Mr. Smith is a civil engineer with 27 years of design, EOR, and project management experience. His background and previous work experience include civil engineering design, project management and inspection/testing. Mr. Smith has a wealth of design knowledge in working with both public and private sector clients. Mr. Smith is an active member of the University of Nevada (UNR) College of Engineering Advisory Board. As President, it is his responsibility to assure that projects are completed on time, within budget, and to the highest quality and accuracy standards.

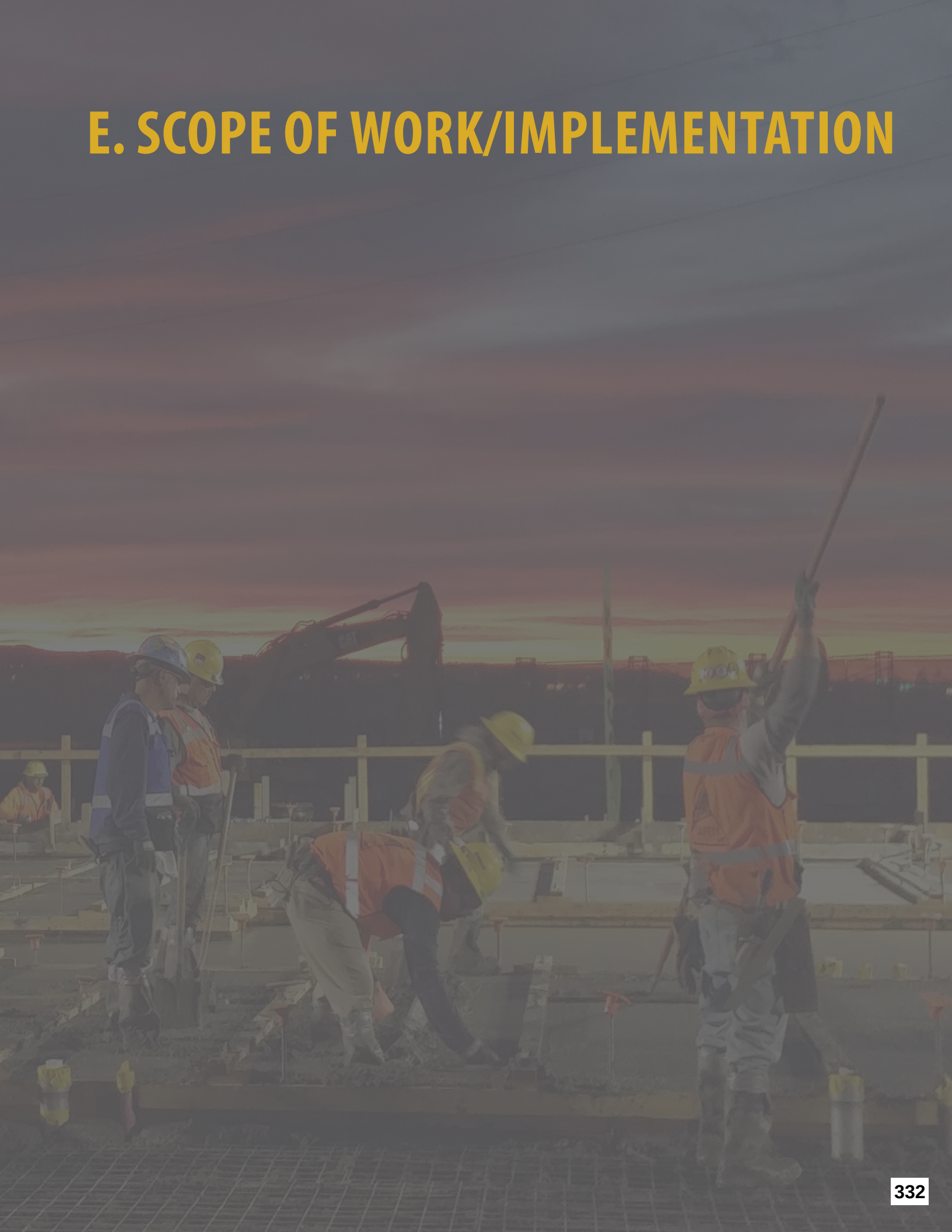
**Rich Machado, NAQTC, ACI - Project Inspector/Project Manager** | Mr. Machado possesses over 11 years of construction experience, with 5 years of inspection and testing experience with BEC. Mr. Machado is proficient in sampling and testing soils, PCC, and asphalt concrete; inspecting roadway projects for conformance with project specifications; and developing and completing punch-list items near the end of construction. Additionally, Mr. Machado's duties include working in the laboratory performing materials testing of aggregates, soils, concrete, and asphalt concrete. Mr. Machado is responsible for coordinating projects to include attending preconstruction meetings as well as post-construction documentation.

**Tyler Hough, NAQTC, ACI - Quality Control Division Manager** | Mr. Hough is the Quality Control Division Manager and has more than 20 years of experience. He holds eight ICC certifications, three NAQTC certifications and an ACI certification. He is responsible for all facets of construction testing and inspection from earthwork through building erection. He is responsible for managing projects to ensure the contract plans, specifications, schedule and budget are being met. He will also be in the field performing the special inspections.

**Lindsey Smith, P.E., NAQTC - Laboratory Manager** | Ms. Smith possesses a Bachelor of Science in Civil Engineering and a Master of Business Administration from the University of Nevada, Reno. Ms. Smith manages the materials testing laboratory. She is responsible for coordination, data review, and report generation of the laboratory materials testing operations. Ms. Smith is also responsible for training of laboratory personnel, maintaining calibration records for all laboratory equipment, and maintaining laboratory accreditations with NDOT, AASHTO, AMRL, CCRL, and the Army Corp of Engineers. Ms. Smith will be the Laboratory Materials Testing Manager on this project.

**Damian Branco - Construction Inspector** | Mr. Branco possesses over 3 years of construction experience. Mr. Branco is just 1 semester away from obtaining his bachelor's degree in construction management from Western Nevada College. Mr. Branco is proficient in sampling and testing soils, PCC, and asphalt concrete; inspecting roadway projects for conformance with project specifications; and keeping accurate and complete document control. Additionally, Mr. Branco's duties include working in the laboratory performing materials testing of aggregates, soils, concrete, and asphalt concrete.

# E. SCOPE OF WORK/IMPLEMENTATION





# E. SCOPE OF WORK/IMPLEMENTATION

Upon awarded completion this project our first step would be to call a meeting with the City of South Lake Tahoe, full-time site inspector, materials tester(s) and our in-house California registered professional engineer. During this meeting, we would discuss the details, roles and responsibilities of each position. This is where we would cater our professional services to an outline best fitted to the City of South Lake Tahoe already in place programs and procedures. After we have a clear understanding of the roles and responsibilities of all parties involved, we will start our day-to-day business.

At the start of each project, we will start off with a thorough plan and specification review to better understand each project. During this process we will pick through the plans with a skilled eye to check for potential complications or conflicts that could be encountered during construction. We will then meet with the design team and the South Lake Tahoe city engineer to discuss any potential issues that we have found during plan review. During this process we will prepare a projected testing matrix, bid item matrix and quantity tracking log that our project inspector will update throughout the duration of each project.

In addition to our standard plan and specification review. BEC can provide a detailed constructability review on an as needed basis as directed by the City of South Lake Tahoe. This constructability review will be led by Shaun Smith who possesses his California PE and has over 27 years' experience in civil engineering with 18 years of that being in civil design and 9 years in Geotech engineering and materials inspection. Shaun will coordinate this review directly with the City of Southlake Engineering manager and the design engineers.

As we enter into the start of construction our full-time inspector, Richard Machado, and The City of South Lake representative will call a pre-construction meeting with the contractor to discuss the construction activities. At this meeting we will talk about the submittal review process, pay applications, quantity tracking, RFI procedures, traffic control plans, BMP's, work hours, scheduling inspections, three week look ahead, potential change orders and scheduling of weekly construction meetings.

As construction starts, our full-time inspector and/or The City of South Lake Inspector will coordinate on a daily basis on contract activities within the basin. During the day-to-day activities, our inspector will observe and document each activity that is being performed by the contractor. Some of the activities will include but are not limited to inspection of traffic control devices, documentation to the general public on road closures, daily inspection of BMP's and SWPPP requirements, inspection of material deliveries, scheduling of materials tester, assuring materials are tested and accepted per the project specifications and sampling and testing frequencies, employee interviews for prevailing wage requirements per the California labor code, change order tracking, inspection of construction procedures meets the project specifications and details, daily coordination with contractors, coordination with utility jurisdictions, review of billing, perform final job walks, develop a final punch list, project closeout documentation, etc.

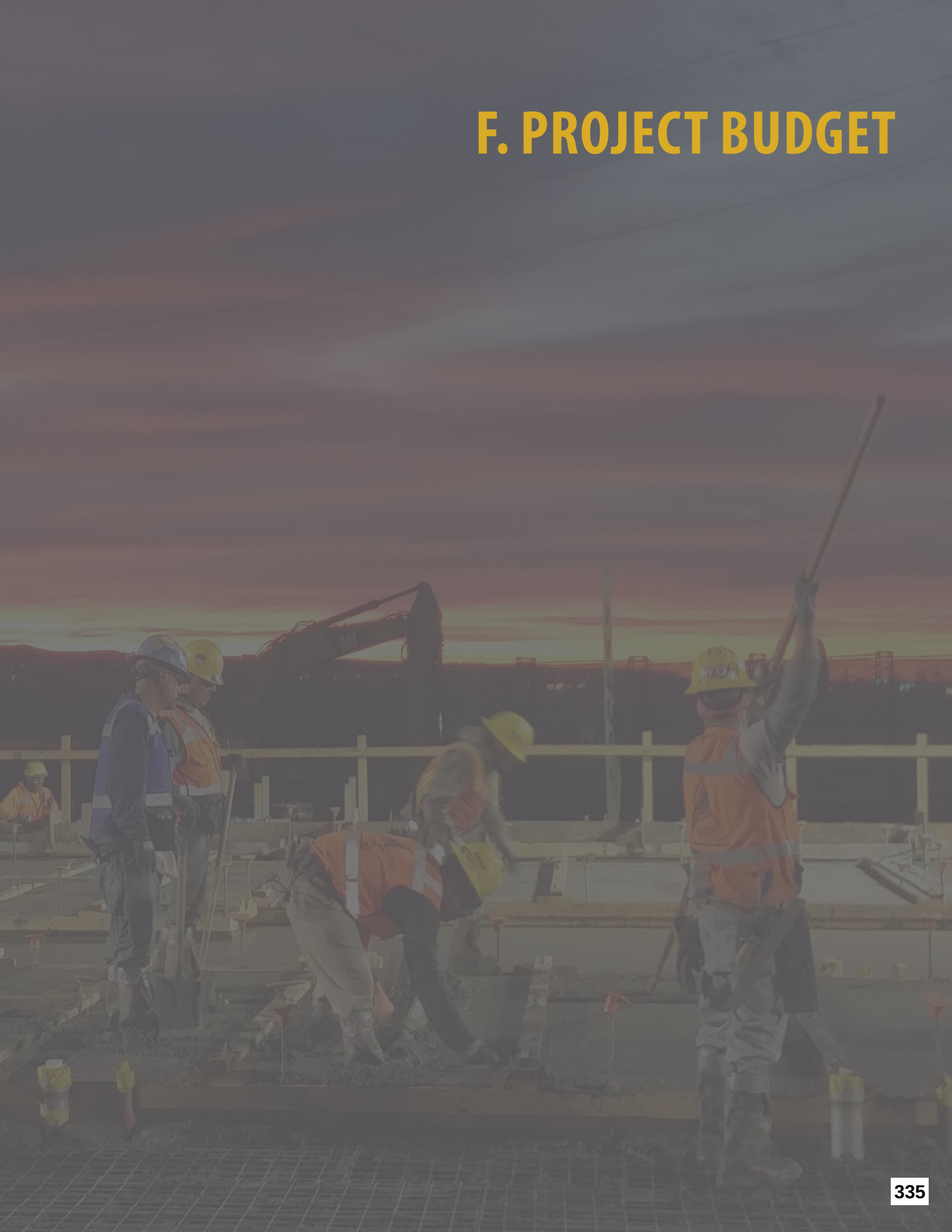
With Richard Machado spending the last three construction seasons working directly with the City of South Lake Tahoe we feel that Richard is the most qualified and knowledgeable for this position. Richard has an outstanding history of great documentation control and reporting. Rich's communication skills and outgoing demeanor to dealing with the general public, contractors, engineering staff and utility owners is beyond impressive. We will not be disappointed with the results. Richard has over 10 years of construction inspection experience three of them as the QC manager for 3D Concrete and seven of them as a materials inspector/project manager with BEC Richard has completed his training for his QSP certification and is currently enrolled to complete the test required and posses this certification by mid-July of 2024. With Rich having his permanent residence in Minden Nevada he is just a short 25–30-minute drive to South Lake Tahoe. Rich will be available 24/7 for emergencies and readily available to act fast in any circumstances.

# E. SCOPE OF WORK/IMPLEMENTATION

In addition to Richard Machado, we will have Tyler Hough and Damian Branco as a backup full time inspector/tester on an as needed basis during peak construction, vacations and emergencies. Tyler possesses over 21 years in materials inspection and testing experience with the mast majority managing heavy civil infostructure projects. Damian Branco possesses three years of construction experience of that three years Damian has worked for BEC as a materials inspector for one year and two years with Environmental Protection Services. Damian has been a full-time college student and a full-time employee the last three years and is only two courses away of obtaining his bachelor's degree in construction management. Damian has completed his training for his QSP certification and is currently enrolled to complete the test required and possess this certification by mid-July of 2024. Tyler and Damian's documentation control as well has his personal demeanor is beyond outstanding. Tyler and Damian will also be available 24/7 for emergencies and readily available to act fast in any circumstances.

**With BEC having over 25 certified inspectors and testers, we will have inspectors and testers ready and available 24 hours a day, 7 days a week for any circumstances that this job may bring.**

# F. PROJECT BUDGET





# F. PROJECT BUDGET

On-site full-time inspector - Weekly all-inclusive rate = $6,400.00*
(40 Hours per week)

On-site tester all-inclusive hourly rate = $160.00/hr*

Constructibility review all-inclusive hourly rate = $160.00/hr*

*This weekly all-inclusive rate accounts for equipment, travel time, vehicle and millage. Overtime will be billed at a 1.25 multiplier per hour of our all-inclusive prevailing wage rate.

*Please note, the aforementioned all-inclusive prevailing wage rate reflects El Dorado County, California's, predetermined rate increase through December 31, 2025.
Laboratory rates will be billed at our standard rates for service attached.

**LABORATORY RATES**

| **TESTS** | | **UNIT PRICE** |
|---|---|---|
| **SOILS TESTING:** | | |
| Moisture Content (ASTM D 2216) | | $ 25.00/test |
| Moisture Content and Dry Density (ASTM D 2937) | | $ 50.00/test |
| Atterberg Limit (ASTM D 4318) | | $100.00/test |
| Minus 200 Wash (ASTM D 1140) | | $ 80.00/test |
| Standard Sieve Analysis | | $110.00/test |
| Hydrometer Analysis minus No. 10 (ASTM D 422) | | $225.00/test |
| Soil Specific Gravity (ASTM D 854) | | $ 95.00/test |
| R-Value, Untreated Field Sample (ASTM D 2844) | | $300.00/test |
| ¾" Batching | **add** | $35.00/test |
| Consolidation, 4 points & 1 Rebound Point (ASTM D 2435) | | $350.00/test |
| Direct Shear, UU, CU, CD (ASTM D 3080) | | $350.00/test |
| Unconfined Compression (ASTM D 2166) | | $100.00/test |
| Durability Index | | $150.00/test |
| California Bearing Ratio | | $700.00/test |
| Resistivity (Miller Soil Box) | | $100.00/test |
| Standard Proctor Compaction (ASTM D 698) | | |
| Method A or B (4-inch mold) or Method C (6-inch mold) | | $175.00/test |
| Modified Proctor Compaction (ASTM D 1557) | | |
| Method A or B (4-inch mold) or Method C (6-inch mold) | | $185.00/test |
| Compaction Check Point (4-inch or 6-inch mold) | | $ 60.00/test |
| Rock Correction (ASTM D 4718) | | $ 95.00/test |
| Harvard Miniature (Nev T-101) | | $250.00/test |
| Expansion Index | | $180.00/test |

# F. PROJECT BUDGET

| | |
|---|---|
| **AGGREGATE TESTING:** | |
| Standard Sieve Analysis | $110.00/test |
| Atterberg Limit (ASTM D 4318) | $100.00/test |
| Moisture Content (ASTM D 2216) | $ 25.00/test |
| Specific Gravity Fine Aggregate with Absorption (ASTM C 128) | $ 95.00/test |
| Specific Gravity Coarse Aggregate with Absorption (ASTM C 127) | $ 95.00/test |
| Clay Lumps and Friable Particles (ASTM C 142) | $ 90.00/test |
| Flat and Elongated Particles (CRD 119, 120) | $ 80.00/test |
| Fractured Faces (Nev T-230) | $ 80.00/test |
| Sand Equivalent (ASTM D 2419) | $125.00/test |
| Cleanness Test of Aggregate | $125.00/test |
| Organic Impurities (ASTM C 40) | $ 75.00/test |
| Dry Unit Weight of Aggregate (ASTM C 29) | $ 60.00/test |
| Sodium Soundness of Aggregate (ASTM C 88) | $ 95.00/fraction |
| Los Angeles Rattler, 1.5 inch minus aggregate size (ASTM C 131) and Los Angeles Rattler, greater than 1.5-inch aggregate size (ASTM C 535) | $300.00/test |
| **PORTLAND CEMENT TESTING:** | |
| Compression of Concrete Cylinder (ASTM C 39) | $ 25.00/ea. |
| Compression of Grout Cylinder (UBC 24-28) | $ 25.00/ea. |
| Compression of Mortar Cylinder (UBC 24-22) | $ 25.00/ea. |
| Compression of Cored Concrete (ASTM C 42) | $ 50.00/ea. |
| Compression of Shotcrete per Core | $100.00/ea. |
| Flexural Strength of Concrete Beams (ASTM C 78, C 293) | $100.00/ea. |
| Splitting Tensile Strength of Concrete Cylinder (ASTM C 496) | $ 55.00/ea. |
| **MASONRY TESTING:** | |
| Compression of Masonry Unit (ASTM C 140) (Set of 3) | $210.00/set |
| Compression of Masonry Prism (ASTM C 1314) | $150.00/ea. |
| Shrinkage (Set of 3) | $450.00/set |
| Moisture (Set of 3) | $120.00/set |
| **ASPHALT CONCRETE TESTING:** | |
| Bitumen Content by Ignition | $120.00/test |
| Asphalt Gradation | $100.00/test |
| Marshall Stability and Flow, Compaction and Unit Weight (ASTM D 1559) | $230.00/test |
| Maximum Theoretical Specific Gravity (ASTM D 2041) | $100.00/test |
| Unit Weight of Asphalt Cores (ASTM D 2726) | $ 40.00/ea. |
| Hveem Compaction and Stability | $130.00/ea. |
| Hot Mix Asphalt Mix Design | P.O.R.* |
| CTB Mix Design | P.O.R.* |
| **MISCELLANEOUS:** | |
| Mobile Asphalt/Soils Testing Laboratory | P.O.R.* |
| Special Handling | $ 75.00/hour |
| Rush Charge | 50% Additional Charge |
| Fireproofing | $ 75.00/test |

# F. PROJECT BUDGET

**ADDITIONAL INFORMATION**

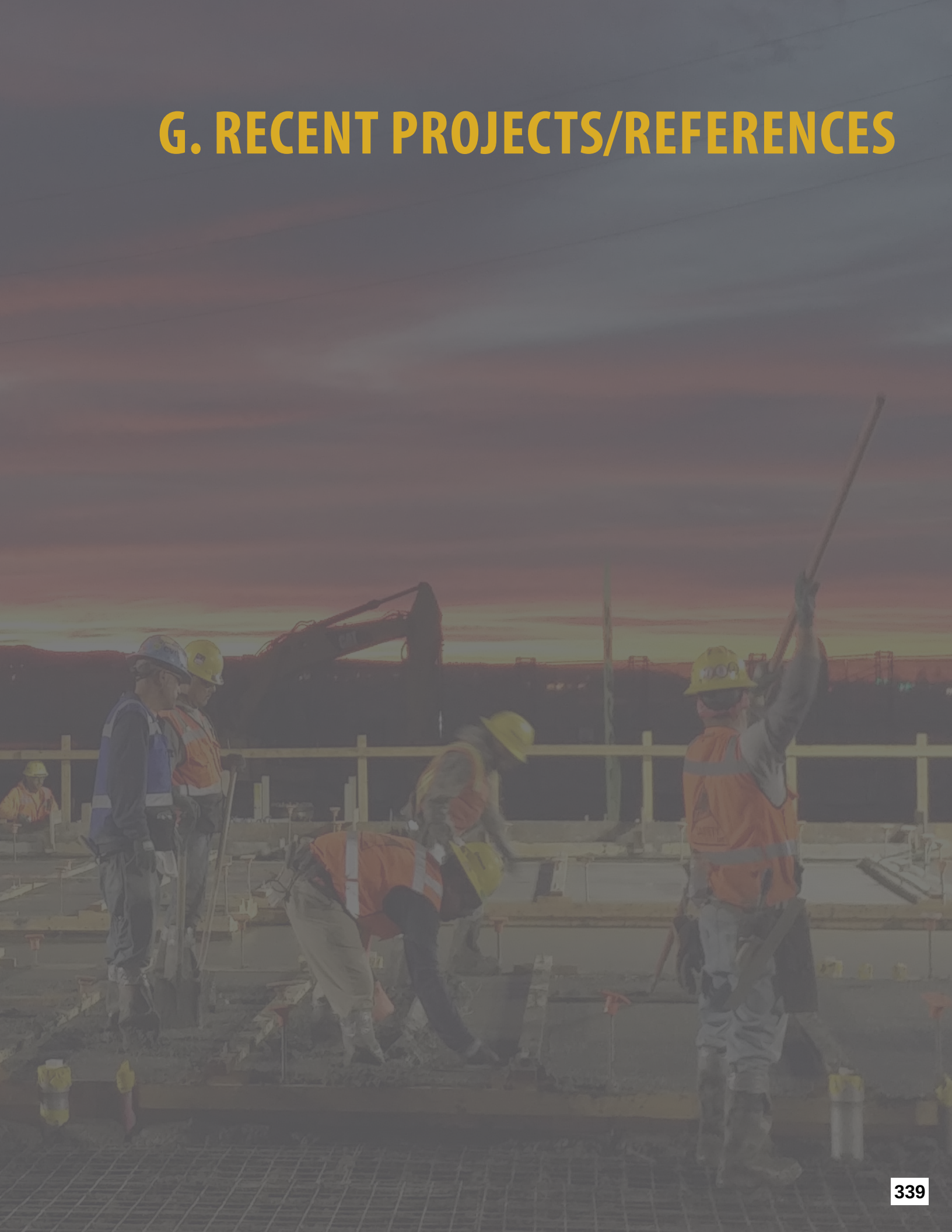
Laboratory test unit prices are based upon the average running time required for each test. Special research, sample or equipment preparation or laboratory consulting will be based upon hourly personnel charges.

Any specialized testing not covered by this fee schedule will be developed or subcontracted out under BEC supervision. Costs for these tests will be time-and-materials. When applicable, subcontractors' fees will be invoiced at cost plus ten (10) percent.

All samples will be discarded thirty (30) days after submission of our report, unless otherwise directed by the client. Upon request, Black Eagle Consulting, LLC. will deliver samples to the client, shipping collect on delivery, or will store them for an agreed charge.

** Price on request*

# G. RECENT PROJECTS/REFERENCES



# G. RECENT PROJECTS/REFERNCES

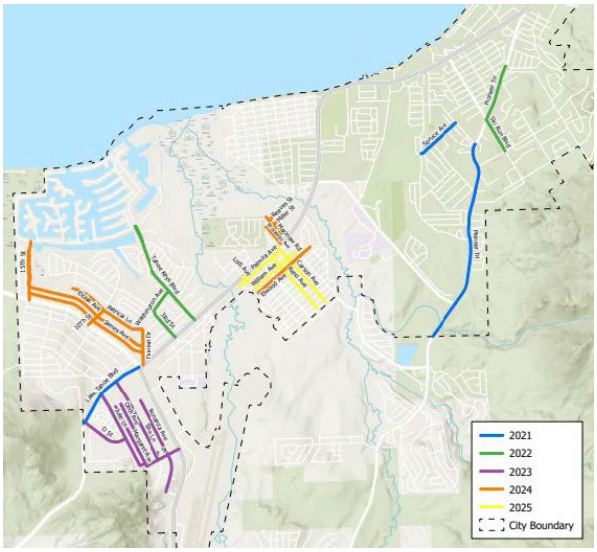
## CITY OF SOUTH LAKE TAHOE ON-CALL, SOUTH LAKE TAHOE ROAD REHABILITATION

### SOUTH LAKE TAHOE, CA

CLIENT NAME
City of South Lake Tahoe

CONTACT
Randy Carlson

PHONE
530.542.6033




In 2022, BEC performed the underground utility infrastructure for the South Lake Tahoe Recreation and Aquatic Center site. We were specifically involved with the bedding and backfilling of the electrical trenches and transformer pads. We coordinated with the local City of South Lake Tahoe utility inspectors, took soil samples, performed lab testing and overall, quality assurance. 2022 also saw the Tahoe Keys Road Rehabilitation project where AC placement, density testing and sampling and coring, lab testing and quality assurance were performed by BEC.

In 2023, BEC performed inspection and testing services for the Road Rehabilitation and Pioneer Trail Emergency AC Patchwork project (PWC 23-30150005-04) that addressed the repaving of D Street from Lake Tahoe Boulevard to Julie Lane; Julie Lane to F Street; Margaret Avenue from Delta to F Street; Dedi Avenue from Delta to F Street; Delta Street from Tata Lane to Julie Lane; B Street from Tata Lane to Julie Lane; and Ski Run Boulevard from Pioneer to Saddle Road.

We performed quality assurance, PCC placement, AC densities, sampling and lab testing services for the Barton Avenue to 2nd Street Drainage project. This City project #301-40054-01.

The Lake Tahoe Boulevard Class 1 Bicycle Trail Project also fell under this on call. BEC did the quality assurance, PCC Placement, materials testing, and performed AC placement density testing, sampling and coring for the bike path on the subgrade, aggregate base. We also worked on the electrical utility work for bike path lights.

# YOSEMITE NATIONAL PARK, REPAIRS ON WAWONA ROAD

## MARIPOSA, CA

CLIENT NAME
Genesis Design & Development, LLC

CONTACT
Antonia Rivera

PHONE
316.293.6559



During the winter of 2020, BEC provided materials testing, inspections, and 1704 SI services for the above-referenced project. BEC's certified field technicians and inspectors performed density testing on native subgrade, trench backfill/fill materials for the storm drains, and the AB for asphalt paving. BEC's certified special inspectors inspected and documented the following: masonry headwalls, grout encasements within the rock anchors, and conducted pull-testing on rock anchors. Grout samples were obtained by BEC's certified field technicians and returned to BEC's nationally accredited Carson City, NV, laboratory for compressive strength testing. Additionally, asphalt samples were obtained and tested for extraction, sieve analysis, and theoretical specific gravity. Further, AB samples were obtained and tested for maximum density, sieve analysis, and Atterberg limit tests. All aforementioned testing was performed by certified laboratory technicians.

# CA FLAP NEC 40(1) DONNER PASS ROAD

## SODA SPRINGS, CA

CLIENT NAME
Carson City Public Works

CONTACT
Nick Herback

PHONE
775.309.9354



BEC provided full-time (FT) materials testing and inspection services for the above-referenced FHWA project which rehabilitated asphalt pavement and widened 6.54 miles of roadway shoulders for bike lanes from Exit 174 on Interstate 80 in Soda Springs to the Truckee City limits, CA. Per FP-14 specifications, our certified field technicians and inspectors performed FT materials testing services during asphalt paving as well as materials testing, inspections, and 1704 SI documentation. Specifically, they performed density testing of AB, native subgrade, and shoulder materials while also obtaining asphalt core samples to be tested for in-place density. All samples were delivered certified field to our nationally accredited laboratory in Reno, NV, for certified technicians to perform sieves, Proctors, Atterberg limit tests on utility backfill/AB/native subgrade/fill materials; extraction by ignition, gradation, theoretical maximum specific gravity, and Marshall properties on asphalt samples; asphalt cores were tested for thickness and in-place air voids; and PCC cylinders were tested for compressive strength.

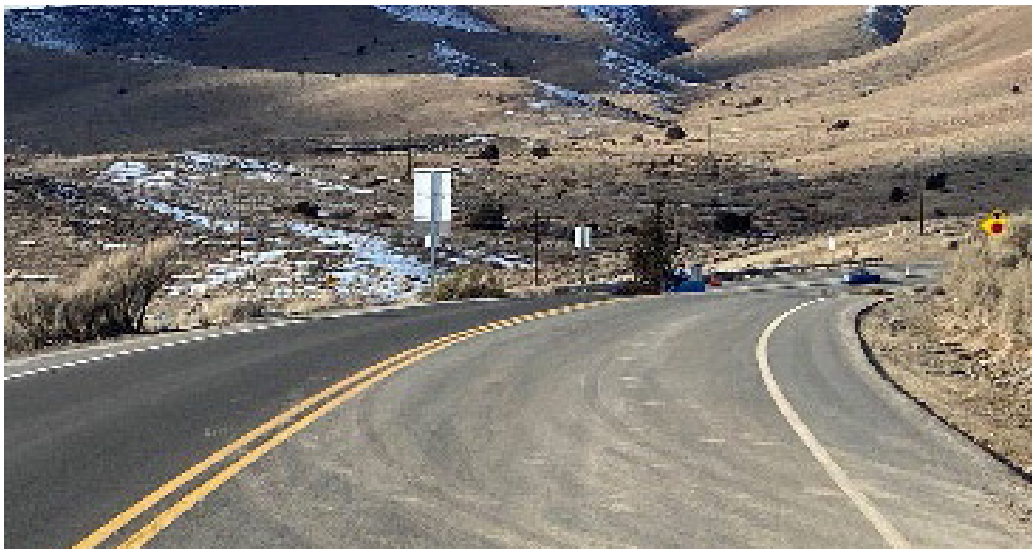
# FLINT ROAD RECONSTRUCTION

## CARSON CITY, NV

CLIENT NAME
Carson City Public Works

CONTACT
Brian Elder, PE

PHONE
775.283.7586



This project involved the reconstruction of Flint Road located between US Highway 50 (US 50) and Eastgate Siding Road in Carson City, NV. Certified special inspectors and field technicians performed on-site materials testing to include density testing of roadway AB materials and obtained hot-mix asphalt samples and cores during paving and returned to our nationally accredited Carson City, NV, laboratory for testing. Certified laboratory technicians performed: sieve analysis, Atterberg limits, and maximum density (Proctor) testing on AB materials; bituminous ratio, maximum specific gravity and gradation testing on hot-mix asphalt; and in-place density, and thickness tests on asphalt cores.

# SOUTH CARSON COMPLETE STREETS PROJECT

## CARSON CITY, NV

CLIENT NAME
Carson City Public Works

CONTACT
Brian Elder, PE

PHONE
775.283.7586



The South Carson Complete Streets Project renovated areas of Carson City, accommodating sustainable economic growth, and enhanced the city's quality of life by providing safer travel opportunities for pedestrians, cyclists and motorists as well as creating a more aesthetically pleasing and inviting gateway into Nevada's state capital. The overall project encompassed complete street improvements from Fifth Street to 1,400 feet north of the Carson City I-580 Freeway terminus (Appion Way), as well as significant upgrades and expansion to critical utility infrastructure along the corridor. New sidewalks and a paved multi-use path were added for pedestrians. The project limits extended approximately 2.5 miles and had a project construction cost of $20 million.

BEC was the geotechnical Engineer-of-Record for this project. The firm provided permitting, geotechnical investigation, and final design reporting. In addition, BEC contracted with Carson City Public Works to complete Independent Assurance testing on this project. Our duties included density testing of backfill material during installation of electrical conduit; water piping; and storm drain and sanitary sewer gravity lines. In addition, BEC provided field testing during earthwork operations; aggregate base placement; PCC placement; cement treated base operation; and asphalt paving. Laboratory material testing included sieve analyses, Atterberg limits, modified Proctors, fractured faces, sand equivalents, cleanness values, specific gravity and absorptions, resistance to wear, and R-values to characterize the soil and aggregate sources. In addition, hot-mix asphalt samples were taken and tested for extraction by ignition, gradation, theoretical maximum specific gravity, and Marshall properties along with concrete cylinder compressive strength testing related to PCC site improvements.

# TAHOE CITY SIDEWALK AND BIKE TRAIL OPTION X, SR 89 AND SR 28 INTERSECTION

## CARSON CITY, NV

CLIENT NAME
Carson City Public Works

CONTACT
Nick Herback

PHONE
775.309.9354



The Tahoe City Sidewalk and Bike Trail project included 0.4 miles of bike path construction, broken into three separate locations. The project also included 0.25 miles of sidewalk construction at three different locations. The addition of 0.25 miles of lighting infrastructure improvements along West Lake Boulevard was also included. There were 700 tons of asphalt concrete pavement and 800 sq yds of concrete sidewalk for the project. The project tied into the existing Truckee River Bridge project. BEC provided materials testing and inspection and 1704 inspection for this federal highway project.

# EAST LONG STREET 2021 PAVEMENT RECONSTRUCTION

## CARSON CITY, NV

CLIENT NAME
Carson City Public Works

CONTACT
Brian Elder

PHONE
775.283.7362



Beginning in August of 2021, BEC provided materials testing and inspection services for the reconstruction of East Long Street in Carson City, Nevada. For this work, BEC performed inspection and density testing of subgrade and aggregate base, inspection for bedding and backfill of utilities, testing of concrete placement, and inspection and testing of asphalt pavement patching. All laboratory testing was performed at BEC's Carson City which included compressive strength for concrete cylinders; bituminous ratios, sieve analysis and maximum specific gravity for asphalt samples; and Atterberg limits, proctor curves and sieve analysis for soil samples.

# PLYMOUTH DRIVE ROAD RECONSTRUCTION

**RENO, NV**

CLIENT NAME
Herback General Engineering

CONTACT
Jake Melvin (Former Employee)

PHONE
775.267.6800



The Plymouth Drive Road Reconstruction project involved installing approximately 36,000-sf of pulverizing and repaving, pavement striping, aggregate V-ditches, concrete curbs, valley gutters, and related appurtenances.

BEC provided materials testing and inspection for this reconstruction project. BEC did sampling and testing for the pulverization and grading of the existing roadway, testing for the compaction of the aggregate base prior to asphalt concrete (AC) placement, and sampling and testing for the subgrade material. Site utilities included density testing for bedding and backfill for the 72-inch storm drain manhole, 18-inch reinforced concrete pipe storm drain, and for the culvert, corrugated metal pipe remove and replace. BEC sampled asphalt concrete, established rolling patterns checked density of the hot-mix asphalt materials, and extracted six 4-inch diameter cores for the compacted AC and backfilled the areas with non-shrink grout. BEC performed laboratory testing on soil samples for plasticity index tests, modified proctor curves, and sieve analyses to characterize the native subgrade, pulverized existing AC/AB, and import materials; concrete cylinders tested for compressive strength; and hot-mix samples tested for extraction by the ignition test method, gradation after ignition, flow/stability, and maximum theoretical specific gravity.

# ATTACHMENTS



## 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 X

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 X

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 Black Eagle Consulting, LLC ) certifies to the best of his or her knowledge and belief, that the company , defined as the primary participant in accordance with 45 C.F.R. Part 76, and its principals:

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: 05/21/2024 Bidder's Signature: Shaun A. Smith

Shaun A. Smith
Bidder's Name and Title (Print): Regional Vice President

# Certificate of Accreditation

## Black Eagle Consulting, Inc.

in

## Carson City, Nevada, USA

has demonstrated proficiency for the testing of construction materials and has conformed to the requirements established in AASHTO R 18 and the AASHTO Accreditation policies established by the AASHTO Committee on Materials and Pavements.

The scope of accreditation can be viewed on the Directory of AASHTO Accredited Laboratories (aashtoresource.org).

Jim Tymon,
*AASHTO Executive Director*

Moe Jamshidi,
*AASHTO COMP Chair*

This certificate was generated on 05/21/2024 at 2:32 PM Eastern Time. Please confirm the current accreditation status of this laboratory at aashtoresource.org/aap/accreditation-directory

# Certificate of Accreditation

## Black Eagle Consulting, Inc.

in

## Reno, Nevada, USA

has demonstrated proficiency for the testing of construction materials and has conformed to the requirements established in AASHTO R 18 and the AASHTO Accreditation policies established by the AASHTO Committee on Materials and Pavements.

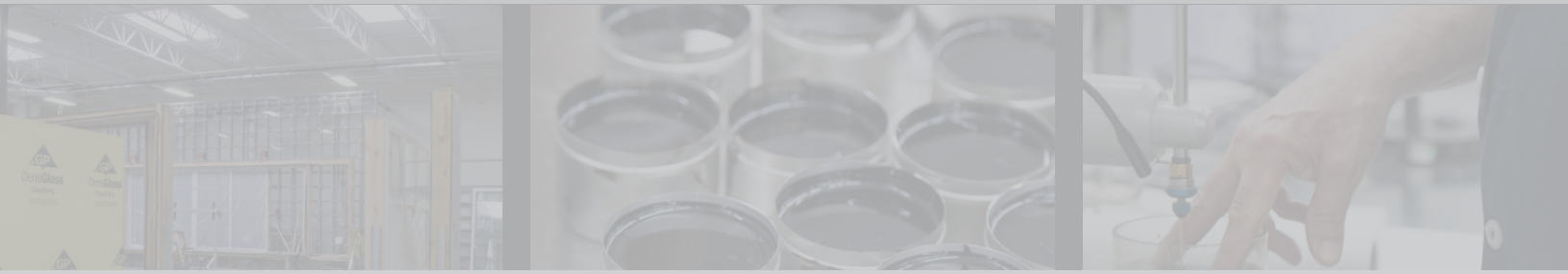
The scope of accreditation can be viewed on the Directory of AASHTO Accredited Laboratories (aashtoresource.org).

Jim Tymon,
*AASHTO Executive Director*

Moe Jamshidi,
*AASHTO COMP Chair*

This certificate was generated on 05/21/2024 at 2:33 PM Eastern Time. Please confirm the current accreditation status of this laboratory at aashtoresource.org/aap/accreditation-directory

A ***national*** firm with a ***global*** reach.





**Black Eagle Consulting**
*An* ***RMA*** *Company*

Learn more at RMACompanies.com

# EXHIBIT B

## SCHEDULE OF CHARGES AND TIMELINE

**EXHIBIT B**

**SCHEDULE OF CHARGES**

**BUDGET**

1. **1nspection Services:**

| | |
|---|---|
| **Weekly Inspector Rate (All Inclusive)** | $6,400.00 per week |
| **Hourly Rate (if authorized in writing):** | $160.00/hour |
| **Travel and out-of-pocket expenses (included in Weekly rate)** | |
| **Total for Inspection Services:** | **Total Not to Exceed $96,000** |

2. **Materials Testing:**

| | |
|---|---|
| **On time and materials per the Rate Sheet in the Proposal for not to exceed amount:** | **Total Not to Exceed: $90,000** |

3. **Constructability Reivews:**

| | |
|---|---|
| **On time and materials at $160/hour, per the Rate Sheet in the Proposal for not to exceed amount:** | **Total Not to Exceed: $19,000** |
| **GRAND TOTAL (not to exceed)** | **Total Not to Exceed: $205,000** |

This not to exceed total includes1 full time inspector 40 hours per week from July 1, 2024 to October 15, 2024.

# EXHIBIT C

## ANTI-LOBBYING CERTIFICATION

## 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: Black Eagle Consulting
Name, Title Shaun A. Smith, P.E.
Regional Vice President

By: Shaun A. Smith

## EXHIBIT D

### DEBARMENT AND SUSPENSION CERTIFICATION

**EXHIBIT D**

**Certificate of Insurance**

# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 5/31/2024

**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**
Acrisure Partners West Coast Insurance Services, LLC
1950 W. Corporate Way #1
Anaheim CA 92801

License#: 6009644

**CONTACT NAME:** Certificate Department
**PHONE (A/C, No, Ext):** 9256862860 **FAX (A/C, No):**
**E-MAIL ADDRESS:** westcerts@acrisure.com

| INSURER(S) AFFORDING COVERAGE | NAIC # |
|---|---|
| INSURER A : Hartford Casualty Insurance Company | 29424 |
| INSURER B : The Travelers Indemnity Company of Connecticut | 25682 |
| INSURER C : The Phoenix Insurance Company | 25623 |
| INSURER D : Travelers Property Casualty Company of America | 25674 |
| INSURER E : | |
| INSURER F : | |

**INSURED**
Black Eagle Consulting LLC
12130 Santa Margarita Ct
Rancho Cucamonga CA 91730-6138

BLACEAG-02

**COVERAGES** **CERTIFICATE NUMBER:** 1289364048 **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 | |
|---|---|---|---|---|---|---|---|---|
| B | X COMMERCIAL GENERAL LIABILITY<br>[ ] CLAIMS-MADE [X] OCCUR<br>GEN'L AGGREGATE LIMIT APPLIES PER:<br>[ ] POLICY [X] PRO-JECT [ ] LOC<br>[ ] OTHER: | Y | Y | 6809X105791 | 6/1/2024 | 6/1/2025 | EACH OCCURRENCE<br>DAMAGE TO RENTED PREMISES (Ea occurrence)<br>MED EXP (Any one person)<br>PERSONAL & ADV INJURY<br>GENERAL AGGREGATE<br>PRODUCTS - COMP/OP AGG | $ 1,000,000<br>$ 1,000,000<br>$ 5,000<br>$ 1,000,000<br>$ 2,000,000<br>$ 2,000,000 |
| C | AUTOMOBILE LIABILITY<br>X ANY AUTO<br>[ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS<br>X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY | Y | Y | BA9X1058581 | 6/1/2024 | 6/1/2025 | COMBINED SINGLE LIMIT (Ea accident)<br>BODILY INJURY (Per person)<br>BODILY INJURY (Per accident)<br>PROPERTY DAMAGE (Per accident) | $ 1,000,000<br>$<br>$<br>$ |
| D | X UMBRELLA LIAB X OCCUR<br>EXCESS LIAB [ ] CLAIMS-MADE<br>[ ] DED [ ] RETENTION $ | | | CUP9X105938 | 6/1/2024 | 6/1/2025 | EACH OCCURRENCE<br>AGGREGATE | $ 5,000,000<br>$ 5,000,000 |
| A | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY<br>ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N [N]<br>(Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below | N / A | Y | 57WEOL64HFB | 3/1/2024 | 3/1/2025 | X PER STATUTE [ ] OTH-ER<br>E.L. EACH ACCIDENT<br>E.L. DISEASE - EA EMPLOYEE<br>E.L. DISEASE - POLICY LIMIT | <br>$ 1,000,000<br>$ 1,000,000<br>$ 1,000,000 |

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)**
As required by written contract/agreement/permit, the following endorsements apply to the Certificate Holder and/or any other entity named in this section: General Liability Additional insured, Primary Non-Contributory, Per Project Aggregate and Waiver of Subrogation per attached forms; Auto Liability Additional Insured, Primary Non-Contributory and Waiver of Subrogation per attached forms. Workers' Compensation Waiver of Subrogation per attached form.
Re: All Contracts/Written Agreements between the Certificate Holder and the Insured. City of South Lake Tahoe, its elected or appointed officers, officials, employees, agents and volunteers.

**CERTIFICATE HOLDER**

City of South Lake Tahoe
1740 D Street
South Lake Tahoe

**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**

**© 1988-2015 ACORD CORPORATION. All rights reserved.**

**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

# BUSINESS AUTO COVERAGE FORM

Various provisions in this policy restrict coverage. Read the entire policy carefully to determine rights, duties and what is and is not covered.

Throughout this policy the words "you" and "your" refer to the Named Insured shown in the Declarations. The words "we", "us" and "our" refer to the company providing this insurance.

Other words and phrases that appear in quotation marks have special meaning. Refer to Section **V** – Definitions.

**SECTION I – COVERED AUTOS**

Item Two of the Declarations shows the "autos" that are covered "autos" for each of your coverages. The following numerical symbols describe the "autos" that may be covered "autos". The symbols entered next to a coverage on the Declarations designate the only "autos" that are covered "autos".

**A. Description Of Covered Auto Designation Symbols**

| Symbol | Description Of Covered Auto Designation Symbols | |
|---|---|---|
| **1** | Any "Auto" | |
| **2** | Owned "Autos" Only | Only those "autos" you own (and for Covered Autos Liability Coverage any "trailers" you don't own while attached to power units you own). This includes those "autos" you acquire ownership of after the policy begins. |
| **3** | Owned Private Passenger "Autos" Only | Only the private passenger "autos" you own. This includes those private passenger "autos" you acquire ownership of after the policy begins. |
| **4** | Owned "Autos" Other Than Private Passenger "Autos" Only | Only those "autos" you own that are not of the private passenger type (and for Covered Autos Liability Coverage any "trailers" you don't own while attached to power units you own). This includes those "autos" not of the private passenger type you acquire ownership of after the policy begins. |
| **5** | Owned "Autos" Subject To No-fault | Only those "autos" you own that are required to have no-fault benefits in the state where they are licensed or principally garaged. This includes those "autos" you acquire ownership of after the policy begins provided they are required to have no-fault benefits in the state where they are licensed or principally garaged. |
| **6** | Owned "Autos" Subject To A Compulsory Uninsured Motorists Law | Only those "autos" you own that because of the law in the state where they are licensed or principally garaged are required to have and cannot reject Uninsured Motorists Coverage. This includes those "autos" you acquire ownership of after the policy begins provided they are subject to the same state uninsured motorists requirement. |
| **7** | Specifically Described "Autos" | Only those "autos" described in Item Three of the Declarations for which a premium charge is shown (and for Covered Autos Liability Coverage any "trailers" you don't own while attached to any power unit described in Item Three). |
| **8** | Hired "Autos" Only | Only those "autos" you lease, hire, rent or borrow. This does not include any "auto" you lease, hire, rent or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company) or members of their households. |
| **9** | Non-owned "Autos" Only | Only those "autos" you do not own, lease, hire, rent or borrow that are used in connection with your business. This includes "autos" owned by your "employees", partners (if you are a partnership), members (if you are a limited liability company) or members of their households but only while used in your business or your personal affairs. |


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| | | |
|---|---|---|
| **19** | Mobile Equipment Subject To Compulsory Or Financial Responsibility Or Other Motor Vehicle Insurance Law Only | Only those "autos" that are land vehicles and that would qualify under the definition of "mobile equipment" under this policy if they were not subject to a compulsory or financial responsibility law or other motor vehicle insurance law where they are licensed or principally garaged. |

**B. Owned Autos You Acquire After The Policy Begins**

**1.** If Symbols **1, 2, 3, 4, 5, 6** or **19** are entered next to a coverage in Item Two of the Declarations, then you have coverage for "autos" that you acquire of the type described for the remainder of the policy period.

**2.** But, if Symbol **7** is entered next to a coverage in Item Two of the Declarations, an "auto" you acquire will be a covered "auto" for that coverage only if:

**a.** We already cover all "autos" that you own for that coverage or it replaces an "auto" you previously owned that had that coverage; and

**b.** You tell us within 30 days after you acquire it that you want us to cover it for that coverage.

**C. Certain Trailers, Mobile Equipment And Temporary Substitute Autos**

If Covered Autos Liability Coverage is provided by this Coverage Form, the following types of vehicles are also covered "autos" for Covered Autos Liability Coverage:

**1.** "Trailers" with a load capacity of 2,000 pounds or less designed primarily for travel on public roads.

**2.** "Mobile equipment" while being carried or towed by a covered "auto".

**3.** Any "auto" you do not own while used with the permission of its owner as a temporary substitute for a covered "auto" you own that is out of service because of its:

**a.** Breakdown;

**b.** Repair;

**c.** Servicing;

**d.** "Loss"; or

**e.** Destruction.

**SECTION II – COVERED AUTOS LIABILITY COVERAGE**

**A. Coverage**

We will pay all sums an "insured" legally must pay as damages because of "bodily injury" or "property damage" to which this insurance applies, caused by an "accident" and resulting from the ownership, maintenance or use of a covered "auto".

We will also pay all sums an "insured" legally must pay as a "covered pollution cost or expense" to which this insurance applies, caused by an "accident" and resulting from the ownership, maintenance or use of covered "autos". However, we will only pay for the "covered pollution cost or expense" if there is either "bodily injury" or "property damage" to which this insurance applies that is caused by the same "accident".

We have the right and duty to defend any "insured" against a "suit" asking for such damages or a "covered pollution cost or expense". However, we have no duty to defend any "insured" against a "suit" seeking damages for "bodily injury" or "property damage" or a "covered pollution cost or expense" to which this insurance does not apply. We may investigate and settle any claim or "suit" as we consider appropriate. Our duty to defend or settle ends when the Covered Autos Liability Coverage Limit of Insurance has been exhausted by payment of judgments or settlements.

**1. Who Is An Insured**

The following are "insureds":

**a.** You for any covered "auto".

**b.** Anyone else while using with your permission a covered "auto" you own, hire or borrow except:

**(1)** The owner or anyone else from whom you hire or borrow a covered "auto".

This exception does not apply if the covered "auto" is a "trailer" connected to a covered "auto" you own.


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**(2)** Your "employee" if the covered "auto" is owned by that "employee" or a member of his or her household.

**(3)** Someone using a covered "auto" while he or she is working in a business of selling, servicing, repairing, parking or storing "autos" unless that business is yours.

**(4)** Anyone other than your "employees", partners (if you are a partnership), members (if you are a limited liability company) or a lessee or borrower or any of their "employees", while moving property to or from a covered "auto".

**(5)** A partner (if you are a partnership) or a member (if you are a limited liability company) for a covered "auto" owned by him or her or a member of his or her household.

**c.** Anyone liable for the conduct of an "insured" described above but only to the extent of that liability.

**2. Coverage Extensions**

**a. Supplementary Payments**

We will pay for the "insured":

**(1)** All expenses we incur.

**(2)** Up to $2,000 for cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

**(3)** The cost of bonds to release attachments in any "suit" against the "insured" we defend, but only for bond amounts within our Limit of Insurance.

**(4)** All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to $250 a day because of time off from work.

**(5)** All court costs taxed against the "insured" in any "suit" against the "insured" we defend. However, these payments do not include attorneys' fees or attorneys' expenses taxed against the "insured".

**(6)** All interest on the full amount of any judgment that accrues after entry of the judgment in any "suit" against the "insured" we defend, but our duty to pay interest ends when we have paid, offered to pay or deposited in court the part of the judgment that is within our Limit of Insurance.

These payments will not reduce the Limit of Insurance.

**b. Out-of-state Coverage Extensions**

While a covered "auto" is away from the state where it is licensed, we will:

**(1)** Increase the Limit of Insurance for Covered Autos Liability Coverage to meet the limits specified by a compulsory or financial responsibility law of the jurisdiction where the covered "auto" is being used. This extension does not apply to the limit or limits specified by any law governing motor carriers of passengers or property.

**(2)** Provide the minimum amounts and types of other coverages, such as no-fault, required of out-of-state vehicles by the jurisdiction where the covered "auto" is being used.

We will not pay anyone more than once for the same elements of loss because of these extensions.

**B. Exclusions**

This insurance does not apply to any of the following:

**1. Expected Or Intended Injury**

"Bodily injury" or "property damage" expected or intended from the standpoint of the "insured".

**2. Contractual**

Liability assumed under any contract or agreement.

But this exclusion does not apply to liability for damages:

**a.** Assumed in a contract or agreement that is an "insured contract", provided the "bodily injury" or "property damage" occurs subsequent to the execution of the contract or agreement; or

**b.** That the "insured" would have in the absence of the contract or agreement.

**3. Workers' Compensation**

Any obligation for which the "insured" or the "insured's" insurer may be held liable under any workers' compensation, disability benefits

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or unemployment compensation law or any similar law.

**4. Employee Indemnification And Employer's Liability**

"Bodily injury" to:

**a.** An "employee" of the "insured" arising out of and in the course of:

**(1)** Employment by the "insured"; or

**(2)** Performing the duties related to the conduct of the "insured's" business; or

**b.** The spouse, child, parent, brother or sister of that "employee" as a consequence of Paragraph **a.** above.

This exclusion applies:

**(1)** Whether the "insured" may be liable as an employer or in any other capacity; and

**(2)** To any obligation to share damages with or repay someone else who must pay damages because of the injury.

But this exclusion does not apply to "bodily injury" to domestic "employees" not entitled to workers' compensation benefits or to liability assumed by the "insured" under an "insured contract". For the purposes of the Coverage Form, a domestic "employee" is a person engaged in household or domestic work performed principally in connection with a residence premises.

**5. Fellow Employee**

"Bodily injury" to:

**a.** Any fellow "employee" of the "insured" arising out of and in the course of the fellow "employee's" employment or while performing duties related to the conduct of your business; or

**b.** The spouse, child, parent, brother or sister of that fellow "employee" as a consequence of Paragraph **a.** above.

**6. Care, Custody Or Control**

"Property damage" to or "covered pollution cost or expense" involving property owned or transported by the "insured" or in the "insured's" care, custody or control. But this exclusion does not apply to liability assumed under a sidetrack agreement.

**7. Handling Of Property**

"Bodily injury" or "property damage" resulting from the handling of property:

**a.** Before it is moved from the place where it is accepted by the "insured" for movement into or onto the covered "auto"; or

**b.** After it is moved from the covered "auto" to the place where it is finally delivered by the "insured".

**8. Movement Of Property By Mechanical Device**

"Bodily injury" or "property damage" resulting from the movement of property by a mechanical device (other than a hand truck) unless the device is attached to the covered "auto".

**9. Operations**

"Bodily injury" or "property damage" arising out of the operation of:

**a.** Any equipment listed in Paragraphs **6.b.** and **6.c.** of the definition of "mobile equipment"; or

**b.** Machinery or equipment that is on, attached to or part of a land vehicle that would qualify under the definition of "mobile equipment" if it were not subject to a compulsory or financial responsibility law or other motor vehicle insurance law where it is licensed or principally garaged.

**10. Completed Operations**

"Bodily injury" or "property damage" arising out of your work after that work has been completed or abandoned.

In this exclusion, your work means:

**a.** Work or operations performed by you or on your behalf; and

**b.** Materials, parts or equipment furnished in connection with such work or operations.

Your work includes warranties or representations made at any time with respect to the fitness, quality, durability or performance of any of the items included in Paragraph **a.** or **b.** above.

Your work will be deemed completed at the earliest of the following times:

**(1)** When all of the work called for in your contract has been completed;

**(2)** When all of the work to be done at the site has been completed if your


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contract calls for work at more than one site; or

**(3)** When that part of the work done at a job site has been put to its intended use by any person or organization other than another contractor or subcontractor working on the same project.

Work that may need service, maintenance, correction, repair or replacement, but which is otherwise complete, will be treated as completed.

**11. Pollution**

"Bodily injury" or "property damage" arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants":

**a.** That are, or that are contained in any property that is:

**(1)** Being transported or towed by, handled or handled for movement into, onto or from the covered "auto";

**(2)** Otherwise in the course of transit by or on behalf of the "insured"; or

**(3)** Being stored, disposed of, treated or processed in or upon the covered "auto";

**b.** Before the "pollutants" or any property in which the "pollutants" are contained are moved from the place where they are accepted by the "insured" for movement into or onto the covered "auto"; or

**c.** After the "pollutants" or any property in which the "pollutants" are contained are moved from the covered "auto" to the place where they are finally delivered, disposed of or abandoned by the "insured".

Paragraph **a.** above does not apply to fuels, lubricants, fluids, exhaust gases or other similar "pollutants" that are needed for or result from the normal electrical, hydraulic or mechanical functioning of the covered "auto" or its parts if:

**(1)** The "pollutants" escape, seep, migrate or are discharged, dispersed or released directly from an "auto" part designed by its manufacturer to hold, store, receive or dispose of such "pollutants"; and

**(2)** The "bodily injury", "property damage" or "covered pollution cost or expense" does not arise out of the operation of any equipment listed in Paragraphs **6.b.** and **6.c.** of the definition of "mobile equipment".

Paragraphs **b.** and **c.** above of this exclusion do not apply to "accidents" that occur away from premises owned by or rented to an "insured" with respect to "pollutants" not in or upon a covered "auto" if:

**(a)** The "pollutants" or any property in which the "pollutants" are contained are upset, overturned or damaged as a result of the maintenance or use of a covered "auto"; and

**(b)** The discharge, dispersal, seepage, migration, release or escape of the "pollutants" is caused directly by such upset, overturn or damage.

**12. War**

"Bodily injury" or "property damage" arising directly or indirectly out of:

**a.** War, including undeclared or civil war;

**b.** Warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

**c.** Insurrection, rebellion, revolution, usurped power or action taken by governmental authority in hindering or defending against any of these.

**13. Racing**

Covered "autos" while used in any professional or organized racing or demolition contest or stunting activity, or while practicing for such contest or activity. This insurance also does not apply while that covered "auto" is being prepared for such a contest or activity.

**C. Limit Of Insurance**

Regardless of the number of covered "autos", "insureds", premiums paid, claims made or vehicles involved in the "accident", the most we will pay for the total of all damages and "covered pollution cost or expense" combined resulting from any one "accident" is the Limit Of Insurance for Covered Autos Liability Coverage shown in the Declarations.

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All "bodily injury", "property damage" and "covered pollution cost or expense" resulting from continuous or repeated exposure to substantially the same conditions will be considered as resulting from one "accident".

No one will be entitled to receive duplicate payments for the same elements of "loss" under this Coverage Form and any Medical Payments Coverage endorsement, Uninsured Motorists Coverage endorsement or Underinsured Motorists Coverage endorsement attached to this Coverage Part.

**SECTION III – PHYSICAL DAMAGE COVERAGE**

**A. Coverage**

**1.** We will pay for "loss" to a covered "auto" or its equipment under:

**a. Comprehensive Coverage**

From any cause except:

**(1)** The covered "auto's" collision with another object; or

**(2)** The covered "auto's" overturn.

**b. Specified Causes Of Loss Coverage**

Caused by:

**(1)** Fire, lightning or explosion;

**(2)** Theft;

**(3)** Windstorm, hail or earthquake;

**(4)** Flood;

**(5)** Mischief or vandalism; or

**(6)** The sinking, burning, collision or derailment of any conveyance transporting the covered "auto".

**c. Collision Coverage**

Caused by:

**(1)** The covered "auto's" collision with another object; or

**(2)** The covered "auto's" overturn.

**2. Towing**

We will pay up to the limit shown in the Declarations for towing and labor costs incurred each time a covered "auto" of the private passenger type is disabled. However, the labor must be performed at the place of disablement.

**3. Glass Breakage – Hitting A Bird Or Animal – Falling Objects Or Missiles**

If you carry Comprehensive Coverage for the damaged covered "auto", we will pay for the following under Comprehensive Coverage:

**a.** Glass breakage;

**b.** "Loss" caused by hitting a bird or animal; and

**c.** "Loss" caused by falling objects or missiles.

However, you have the option of having glass breakage caused by a covered "auto's" collision or overturn considered a "loss" under Collision Coverage.

**4. Coverage Extensions**

**a. Transportation Expenses**

We will pay up to $20 per day, to a maximum of $600, for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type. We will pay only for those covered "autos" for which you carry either Comprehensive or Specified Causes Of Loss Coverage. We will pay for temporary transportation expenses incurred during the period beginning 48 hours after the theft and ending, regardless of the policy's expiration, when the covered "auto" is returned to use or we pay for its "loss".

**b. Loss Of Use Expenses**

For Hired Auto Physical Damage, we will pay expenses for which an "insured" becomes legally responsible to pay for loss of use of a vehicle rented or hired without a driver under a written rental contract or agreement. We will pay for loss of use expenses if caused by:

**(1)** Other than collision only if the Declarations indicates that Comprehensive Coverage is provided for any covered "auto";

**(2)** Specified Causes Of Loss only if the Declarations indicates that Specified Causes Of Loss Coverage is provided for any covered "auto"; or

**(3)** Collision only if the Declarations indicates that Collision Coverage is provided for any covered "auto".

However, the most we will pay for any expenses for loss of use is $20 per day, to a maximum of $600.

**B. Exclusions**

**1.** We will not pay for "loss" caused by or resulting from any of the following. Such "loss" is excluded regardless of any other cause or


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event that contributes concurrently or in any sequence to the "loss".

**a. Nuclear Hazard**

**(1)** The explosion of any weapon employing atomic fission or fusion; or

**(2)** Nuclear reaction or radiation, or radioactive contamination, however caused.

**b. War Or Military Action**

**(1)** War, including undeclared or civil war;

**(2)** Warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

**(3)** Insurrection, rebellion, revolution, usurped power or action taken by governmental authority in hindering or defending against any of these.

**2.** We will not pay for "loss" to any covered "auto" while used in any professional or organized racing or demolition contest or stunting activity, or while practicing for such contest or activity. We will also not pay for "loss" to any covered "auto" while that covered "auto" is being prepared for such a contest or activity.

**3.** We will not pay for "loss" due and confined to:

**a.** Wear and tear, freezing, mechanical or electrical breakdown.

**b.** Blowouts, punctures or other road damage to tires.

This exclusion does not apply to such "loss" resulting from the total theft of a covered "auto".

**4.** We will not pay for "loss" to any of the following:

**a.** Tapes, records, discs or other similar audio, visual or data electronic devices designed for use with audio, visual or data electronic equipment.

**b.** Any device designed or used to detect speed-measuring equipment, such as radar or laser detectors, and any jamming apparatus intended to elude or disrupt speed-measuring equipment.

**c.** Any electronic equipment, without regard to whether this equipment is permanently installed, that reproduces, receives or transmits audio, visual or data signals.

**d.** Any accessories used with the electronic equipment described in Paragraph **c.** above.

**5.** Exclusions **4.c.** and **4.d.** do not apply to equipment designed to be operated solely by use of the power from the "auto's" electrical system that, at the time of "loss", is:

**a.** Permanently installed in or upon the covered "auto";

**b.** Removable from a housing unit which is permanently installed in or upon the covered "auto";

**c.** An integral part of the same unit housing any electronic equipment described in Paragraphs **a.** and **b.** above; or

**d.** Necessary for the normal operation of the covered "auto" or the monitoring of the covered "auto's" operating system.

**6.** We will not pay for "loss" to a covered "auto" due to "diminution in value".

**C. Limits Of Insurance**

**1.** The most we will pay for:

**a.** "Loss" to any one covered "auto" is the lesser of:

**(1)** The actual cash value of the damaged or stolen property as of the time of the "loss"; or

**(2)** The cost of repairing or replacing the damaged or stolen property with other property of like kind and quality.

**b.** All electronic equipment that reproduces, receives or transmits audio, visual or data signals in any one "loss" is $1,000, if, at the time of "loss", such electronic equipment is:

**(1)** Permanently installed in or upon the covered "auto" in a housing, opening or other location that is not normally used by the "auto" manufacturer for the installation of such equipment;

**(2)** Removable from a permanently installed housing unit as described in Paragraph **b.(1)** above; or

**(3)** An integral part of such equipment as described in Paragraphs **b.(1)** and **b.(2)** above.

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**2.** An adjustment for depreciation and physical condition will be made in determining actual cash value in the event of a total "loss".

**3.** If a repair or replacement results in better than like kind or quality, we will not pay for the amount of the betterment.

**D. Deductible**

For each covered "auto", our obligation to pay for, repair, return or replace damaged or stolen property will be reduced by the applicable deductible shown in the Declarations. Any Comprehensive Coverage deductible shown in the Declarations does not apply to "loss" caused by fire or lightning.

**SECTION IV – BUSINESS AUTO CONDITIONS**

The following conditions apply in addition to the Common Policy Conditions:

**A. Loss Conditions**

**1. Appraisal For Physical Damage Loss**

If you and we disagree on the amount of "loss", either may demand an appraisal of the "loss". In this event, each party will select a competent appraiser. The two appraisers will select a competent and impartial umpire. The appraisers will state separately the actual cash value and amount of "loss". If they fail to agree, they will submit their differences to the umpire. A decision agreed to by any two will be binding. Each party will:

**a.** Pay its chosen appraiser; and

**b.** Bear the other expenses of the appraisal and umpire equally.

If we submit to an appraisal, we will still retain our right to deny the claim.

**2. Duties In The Event Of Accident, Claim, Suit Or Loss**

We have no duty to provide coverage under this policy unless there has been full compliance with the following duties:

**a.** In the event of "accident", claim, "suit" or "loss", you must give us or our authorized representative prompt notice of the "accident" or "loss". Include:

**(1)** How, when and where the "accident" or "loss" occurred;

**(2)** The "insured's" name and address; and

**(3)** To the extent possible, the names and addresses of any injured persons and witnesses.

**b.** Additionally, you and any other involved "insured" must:

**(1)** Assume no obligation, make no payment or incur no expense without our consent, except at the "insured's" own cost.

**(2)** Immediately send us copies of any request, demand, order, notice, summons or legal paper received concerning the claim or "suit".

**(3)** Cooperate with us in the investigation or settlement of the claim or defense against the "suit".

**(4)** Authorize us to obtain medical records or other pertinent information.

**(5)** Submit to examination, at our expense, by physicians of our choice, as often as we reasonably require.

**c.** If there is "loss" to a covered "auto" or its equipment, you must also do the following:

**(1)** Promptly notify the police if the covered "auto" or any of its equipment is stolen.

**(2)** Take all reasonable steps to protect the covered "auto" from further damage. Also keep a record of your expenses for consideration in the settlement of the claim.

**(3)** Permit us to inspect the covered "auto" and records proving the "loss" before its repair or disposition.

**(4)** Agree to examinations under oath at our request and give us a signed statement of your answers.

**3. Legal Action Against Us**

No one may bring a legal action against us under this Coverage Form until:

**a.** There has been full compliance with all the terms of this Coverage Form; and

**b.** Under Covered Autos Liability Coverage, we agree in writing that the "insured" has an obligation to pay or until the amount of that obligation has finally been determined by judgment after trial. No one has the right under this policy to bring us into an action to determine the "insured's" liability.

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**4. Loss Payment – Physical Damage Coverages**

At our option, we may:

**a.** Pay for, repair or replace damaged or stolen property;

**b.** Return the stolen property, at our expense. We will pay for any damage that results to the "auto" from the theft; or

**c.** Take all or any part of the damaged or stolen property at an agreed or appraised value.

If we pay for the "loss", our payment will include the applicable sales tax for the damaged or stolen property.

**5. Transfer Of Rights Of Recovery Against Others To Us**

If any person or organization to or for whom we make payment under this Coverage Form has rights to recover damages from another, those rights are transferred to us. That person or organization must do everything necessary to secure our rights and must do nothing after "accident" or "loss" to impair them.

**B. General Conditions**

**1. Bankruptcy**

Bankruptcy or insolvency of the "insured" or the "insured's" estate will not relieve us of any obligations under this Coverage Form.

**2. Concealment, Misrepresentation Or Fraud**

This Coverage Form is void in any case of fraud by you at any time as it relates to this Coverage Form. It is also void if you or any other "insured", at any time, intentionally conceals or misrepresents a material fact concerning:

**a.** This Coverage Form;

**b.** The covered "auto";

**c.** Your interest in the covered "auto"; or

**d.** A claim under this Coverage Form.

**3. Liberalization**

If we revise this Coverage Form to provide more coverage without additional premium charge, your policy will automatically provide the additional coverage as of the day the revision is effective in your state.

**4. No Benefit To Bailee – Physical Damage Coverages**

We will not recognize any assignment or grant any coverage for the benefit of any person or organization holding, storing or transporting property for a fee regardless of any other provision of this Coverage Form.

**5. Other Insurance**

**a.** For any covered "auto" you own, this Coverage Form provides primary insurance. For any covered "auto" you don't own, the insurance provided by this Coverage Form is excess over any other collectible insurance. However, while a covered "auto" which is a "trailer" is connected to another vehicle, the Covered Autos Liability Coverage this Coverage Form provides for the "trailer" is:

**(1)** Excess while it is connected to a motor vehicle you do not own; or

**(2)** Primary while it is connected to a covered "auto" you own.

**b.** For Hired Auto Physical Damage Coverage, any covered "auto" you lease, hire, rent or borrow is deemed to be a covered "auto" you own. However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

**c.** Regardless of the provisions of Paragraph **a.** above, this Coverage Form's Covered Autos Liability Coverage is primary for any liability assumed under an "insured contract".

**d.** When this Coverage Form and any other Coverage Form or policy covers on the same basis, either excess or primary, we will pay only our share. Our share is the proportion that the Limit of Insurance of our Coverage Form bears to the total of the limits of all the Coverage Forms and policies covering on the same basis.

**6. Premium Audit**

**a.** The estimated premium for this Coverage Form is based on the exposures you told us you would have when this policy began. We will compute the final premium due when we determine your actual exposures. The estimated total premium will be credited against the final premium due and the first Named Insured will be billed for the balance, if any. The due date for the final premium or retrospective premium is the date shown as the due date on the bill. If the estimated total premium exceeds the final premium due, the first Named Insured will get a refund.

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**b.** If this policy is issued for more than one year, the premium for this Coverage Form will be computed annually based on our rates or premiums in effect at the beginning of each year of the policy.

**7. Policy Period, Coverage Territory**

Under this Coverage Form, we cover "accidents" and "losses" occurring:

**a.** During the policy period shown in the Declarations; and

**b.** Within the coverage territory.

The coverage territory is:

**(1)** The United States of America;

**(2)** The territories and possessions of the United States of America;

**(3)** Puerto Rico;

**(4)** Canada; and

**(5)** Anywhere in the world if a covered "auto" of the private passenger type is leased, hired, rented or borrowed without a driver for a period of 30 days or less,

provided that 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 also cover "loss" to, or "accidents" involving, a covered "auto" while being transported between any of these places.

**8. Two Or More Coverage Forms Or Policies Issued By Us**

If this Coverage Form and any other Coverage Form or policy issued to you by us or any company affiliated with us applies to the same "accident", the aggregate maximum Limit of Insurance under all the Coverage Forms or policies shall not exceed the highest applicable Limit of Insurance under any one Coverage Form or policy. This condition does not apply to any Coverage Form or policy issued by us or an affiliated company specifically to apply as excess insurance over this Coverage Form.

**SECTION V – DEFINITIONS**

**A.** "Accident" includes continuous or repeated exposure to the same conditions resulting in "bodily injury" or "property damage".

**B.** "Auto" means:

**1.** A land motor vehicle, "trailer" or semitrailer designed for travel on public roads; or

**2.** Any other land vehicle that is subject to a compulsory or financial responsibility law or other motor vehicle insurance law where it is licensed or principally garaged.

However, "auto" does not include "mobile equipment".

**C.** "Bodily injury" means bodily injury, sickness or disease sustained by a person, including death resulting from any of these.

**D.** "Covered pollution cost or expense" means any cost or expense arising out of:

**1.** Any request, demand, order or statutory or regulatory requirement that any "insured" or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants"; or

**2.** Any claim or "suit" by or on behalf of a governmental authority for damages because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to, or assessing the effects of, "pollutants".

"Covered pollution cost or expense" does not include any cost or expense arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants":

**a.** That are, or that are contained in any property that is:

**(1)** Being transported or towed by, handled or handled for movement into, onto or from the covered "auto";

**(2)** Otherwise in the course of transit by or on behalf of the "insured"; or

**(3)** Being stored, disposed of, treated or processed in or upon the covered "auto";

**b.** Before the "pollutants" or any property in which the "pollutants" are contained are moved from the place where they are accepted by the "insured" for movement into or onto the covered "auto"; or

**c.** After the "pollutants" or any property in which the "pollutants" are contained are moved from the covered "auto" to the place where they are finally delivered, disposed of or abandoned by the "insured".


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Paragraph **a.** above does not apply to fuels, lubricants, fluids, exhaust gases or other similar "pollutants" that are needed for or result from the normal electrical, hydraulic or mechanical functioning of the covered "auto" or its parts, if:

**(1)** The "pollutants" escape, seep, migrate or are discharged, dispersed or released directly from an "auto" part designed by its manufacturer to hold, store, receive or dispose of such "pollutants"; and

**(2)** The "bodily injury", "property damage" or "covered pollution cost or expense" does not arise out of the operation of any equipment listed in Paragraph **6.b.** or **6.c.** of the definition of "mobile equipment".

Paragraphs **b.** and **c.** above do not apply to "accidents" that occur away from premises owned by or rented to an "insured" with respect to "pollutants" not in or upon a covered "auto" if:

**(a)** The "pollutants" or any property in which the "pollutants" are contained are upset, overturned or damaged as a result of the maintenance or use of a covered "auto"; and

**(b)** The discharge, dispersal, seepage, migration, release or escape of the "pollutants" is caused directly by such upset, overturn or damage.

**E.** "Diminution in value" means the actual or perceived loss in market value or resale value which results from a direct and accidental "loss".

**F.** "Employee" includes a "leased worker". "Employee" does not include a "temporary worker".

**G.** "Insured" means any person or organization qualifying as an insured in the Who Is An Insured provision of the applicable coverage. Except with respect to the Limit of Insurance, the coverage afforded applies separately to each insured who is seeking coverage or against whom a claim or "suit" is brought.

**H.** "Insured contract" means:

**1.** A lease of premises;

**2.** A sidetrack agreement;

**3.** Any easement or license agreement, except in connection with construction or demolition operations on or within 50 feet of a railroad;

**4.** An obligation, as required by ordinance, to indemnify a municipality, except in connection with work for a municipality;

**5.** That part of any other contract or agreement pertaining to your business (including an indemnification of a municipality in connection with work performed for a municipality) under which you assume the tort liability of another to pay for "bodily injury" or "property damage" to a third party or organization. Tort liability means a liability that would be imposed by law in the absence of any contract or agreement; or

**6.** That part of any contract or agreement entered into, as part of your business, pertaining to the rental or lease, by you or any of your "employees", of any "auto". However, such contract or agreement shall not be considered an "insured contract" to the extent that it obligates you or any of your "employees" to pay for "property damage" to any "auto" rented or leased by you or any of your "employees".

An "insured contract" does not include that part of any contract or agreement:

**a.** That indemnifies a railroad for "bodily injury" or "property damage" arising out of construction or demolition operations, within 50 feet of any railroad property and affecting any railroad bridge or trestle, tracks, roadbeds, tunnel, underpass or crossing;

**b.** That pertains to the loan, lease or rental of an "auto" to you or any of your "employees", if the "auto" is loaned, leased or rented with a driver; or

**c.** That holds a person or organization engaged in the business of transporting property by "auto" for hire harmless for your use of a covered "auto" over a route or territory that person or organization is authorized to serve by public authority.

**I.** "Leased worker" means a person leased to you by a labor leasing firm under an agreement between you and the labor leasing firm to perform duties related to the conduct of your business. "Leased worker" does not include a "temporary worker".

**J.** "Loss" means direct and accidental loss or damage.

**K.** "Mobile equipment" means any of the following types of land vehicles, including any attached machinery or equipment:

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**1.** Bulldozers, farm machinery, forklifts and other vehicles designed for use principally off public roads;

**2.** Vehicles maintained for use solely on or next to premises you own or rent;

**3.** Vehicles that travel on crawler treads;

**4.** Vehicles, whether self-propelled or not, maintained primarily to provide mobility to permanently mounted:

**a.** Power cranes, shovels, loaders, diggers or drills; or

**b.** Road construction or resurfacing equipment such as graders, scrapers or rollers;

**5.** Vehicles not described in Paragraph **1., 2., 3.** or **4.** above that are not self-propelled and are maintained primarily to provide mobility to permanently attached equipment of the following types:

**a.** Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting and well-servicing equipment; or

**b.** Cherry pickers and similar devices used to raise or lower workers; or

**6.** Vehicles not described in Paragraph **1., 2., 3.** or **4.** above maintained primarily for purposes other than the transportation of persons or cargo. However, self-propelled vehicles with the following types of permanently attached equipment are not "mobile equipment" but will be considered "autos":

**a.** Equipment designed primarily for:

**(1)** Snow removal;

**(2)** Road maintenance, but not construction or resurfacing; or

**(3)** Street cleaning;

**b.** Cherry pickers and similar devices mounted on automobile or truck chassis and used to raise or lower workers; and

**c.** Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting or well-servicing equipment.

However, "mobile equipment" does not include land vehicles that are subject to a compulsory or financial responsibility law or other motor vehicle insurance law where it is licensed or principally garaged. Land vehicles subject to a compulsory or financial responsibility law or other motor vehicle insurance law are considered "autos".

**L.** "Pollutants" means any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, fumes, acids, alkalis, chemicals and waste. Waste includes materials to be recycled, reconditioned or reclaimed.

**M.** "Property damage" means damage to or loss of use of tangible property.

**N.** "Suit" means a civil proceeding in which:

**1.** Damages because of "bodily injury" or "property damage"; or

**2.** A "covered pollution cost or expense";

to which this insurance applies, are alleged.

"Suit" includes:

**a.** An arbitration proceeding in which such damages or "covered pollution costs or expenses" are claimed and to which the "insured" must submit or does submit with our consent; or

**b.** Any other alternative dispute resolution proceeding in which such damages or "covered pollution costs or expenses" are claimed and to which the insured submits with our consent.

**O.** "Temporary worker" means a person who is furnished to you to substitute for a permanent "employee" on leave or to meet seasonal or short-term workload conditions.

**P.** "Trailer" includes semitrailer.


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**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

# BLANKET ADDITIONAL INSURED – PRIMARY AND NON-CONTRIBUTORY WITH OTHER INSURANCE

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

**PROVISIONS**

**1.** The following is added to Paragraph **A.1.c.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

This includes any person or organization who you are required under a written contract or agreement between you and that person or organization, that is signed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to name as an additional insured for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent of that person's or organization's liability for the conduct of another "insured".

**2.** The following is added to Paragraph **B.5.**, **Other Insurance** of **SECTION IV – BUSINESS AUTO CONDITIONS**:

Regardless of the provisions of paragraph a. and paragraph **d.** of this part **5. Other Insurance,** this insurance is primary to and non-contributory with applicable other insurance under which an additional insured person or organization is the first named insured when the written contract or agreement between you and that person or organization, that is signed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, requires this insurance to be primary and non-contributory.


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# COMMERCIAL GENERAL LIABILITY COVERAGE FORM

Various provisions in this policy restrict coverage. Read the entire policy carefully to determine rights, duties and what is and is not covered.

Throughout this policy the words "you" and "your" refer to the Named Insured shown in the Declarations, and any other person or organization qualifying as a Named Insured under this policy. The words "we", "us" and "our" refer to the company providing this insurance.

The word "insured" means any person or organization qualifying as such under Section **II** – Who Is An Insured.

Other words and phrases that appear in quotation marks have special meaning. Refer to Section **V** – Definitions.

**SECTION I – COVERAGES**

**COVERAGE A – BODILY INJURY AND PROPERTY DAMAGE LIABILITY**

**1. Insuring Agreement**

**a.** We will pay those sums that the insured becomes legally obligated to pay as damages because of "bodily injury" or "property damage" to which this insurance applies. We will have the right and duty to defend the insured against any "suit" seeking those damages. However, we will have no duty to defend the insured against any "suit" seeking damages for "bodily injury" or "property damage" to which this insurance does not apply. We may, at our discretion, investigate any "occurrence" and settle any claim or "suit" that may result. But:

**(1)** The amount we will pay for damages is limited as described in Section **III** – Limits Of Insurance; and

**(2)** Our right and duty to defend end when we have used up the applicable limit of insurance in the payment of judgments or settlements under Coverages **A** or **B** or medical expenses under Coverage **C**.

No other obligation or liability to pay sums or perform acts or services is covered unless explicitly provided for under Supplementary Payments.

**b.** This insurance applies to "bodily injury" and "property damage" only if:

**(1)** The "bodily injury" or "property damage" is caused by an "occurrence" that takes place in the "coverage territory";

**(2)** The "bodily injury" or "property damage" occurs during the policy period; and

**(3)** Prior to the policy period, no insured listed under Paragraph **1.** of Section **II** – Who Is An Insured and no "employee" authorized by you to give or receive notice of an "occurrence" or claim knew that the "bodily injury" or "property damage" had occurred, in whole or in part. If such a listed insured or authorized "employee" knew, prior to the policy period, that the "bodily injury" or "property damage" occurred, then any continuation, change or resumption of such "bodily injury" or "property damage" during or after the policy period will be deemed to have been known prior to the policy period.

**c.** "Bodily injury" or "property damage" which occurs during the policy period and was not, prior to the policy period, known to have occurred by any insured listed under Paragraph **1.** of Section **II** – Who Is An Insured or any "employee" authorized by you to give or receive notice of an "occurrence" or claim, includes any continuation, change or resumption of that "bodily injury" or "property damage" after the end of the policy period.

**d.** "Bodily injury" or "property damage" will be deemed to have been known to have occurred at the earliest time when any insured listed under Paragraph **1.** of Section **II** – Who Is An Insured or any "employee" authorized by you to give or receive notice of an "occurrence" or claim:

**(1)** Reports all, or any part, of the "bodily injury" or "property damage" to us or any other insurer;

**(2)** Receives a written or verbal demand or claim for damages because of the "bodily injury" or "property damage"; or

**(3)** Becomes aware by any other means that "bodily injury" or "property damage" has occurred or has begun to occur.


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**e.** Damages because of "bodily injury" include damages claimed by any person or organization for care, loss of services or death resulting at any time from the "bodily injury".

**2. Exclusions**

This insurance does not apply to:

**a. Expected Or Intended Injury**

"Bodily injury" or "property damage" expected or intended from the standpoint of the insured. This exclusion does not apply to "bodily injury" or "property damage" resulting from the use of reasonable force to protect persons or property.

**b. Contractual Liability**

"Bodily injury" or "property damage" for which the insured 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:

**(1)** That the insured would have in the absence of the contract or agreement; or

**(2)** Assumed in a contract or agreement that is an "insured contract", provided that the "bodily injury" or "property damage" occurs subsequent to the execution of the contract or agreement. Solely for the purposes of liability assumed in an "insured contract", reasonable attorneys' fees and necessary litigation expenses incurred by or for a party other than an insured will be deemed to be damages because of "bodily injury" or "property damage", provided that:

**(a)** Liability to such party for, or for the cost of, that party's defense has also been assumed in the same "insured contract"; and

**(b)** Such attorneys' fees and litigation expenses are for defense of that party against a civil or alternative dispute resolution proceeding in which damages to which this insurance applies are alleged.

**c. Liquor Liability**

"Bodily injury" or "property damage" for which any insured may be held liable by reason of:

**(1)** Causing or contributing to the intoxication of any person;

**(2)** The furnishing of alcoholic beverages to a person under the legal drinking age or under the influence of alcohol; or

**(3)** Any statute, ordinance or regulation relating to the sale, gift, distribution or use of alcoholic beverages.

This exclusion applies only if you are in the business of manufacturing, distributing, selling, serving or furnishing alcoholic beverages. For the purposes of this exclusion, permitting a person to bring alcoholic beverages on your premises, for consumption on your premises, whether or not a fee is charged or a license is required for such activity, is not by itself considered the business of selling, serving or furnishing alcoholic beverages.

**d. Workers' Compensation And Similar Laws**

Any obligation of the insured under a workers' compensation, disability benefits or unemployment compensation law or any similar law.

**e. Employer's Liability**

"Bodily injury" to:

**(1)** An "employee" of the insured arising out of and in the course of:

**(a)** Employment by the insured; or

**(b)** Performing duties related to the conduct of the insured's business; or

**(2)** The spouse, child, parent, brother or sister of that "employee" as a consequence of Paragraph **(1)** above.

This exclusion applies whether the insured may be liable as an employer or in any other capacity and to any obligation to share damages with or repay someone else who must pay damages because of the injury.

This exclusion does not apply to liability assumed by the insured under an "insured contract".

**f. Pollution**

**(1)** "Bodily injury" or "property damage" arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants":

**(a)** At or from any premises, site or location which is or was at any time owned or occupied by, or rented or loaned to, any insured. However, this subparagraph does not apply to:

**(i)** "Bodily injury" if sustained within a building and caused by smoke, fumes, vapor or soot produced by or originating from equipment that


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is used to heat, cool or dehumidify the building, or produced by or originating from equipment that is used to heat water for personal use by the building's occupants or their guests;

**(ii)** "Bodily injury" or "property damage" for which you may be held liable, if you are a contractor and the owner or lessee of such premises, site or location has been added to your policy as an additional insured with respect to your ongoing operations performed for that additional insured at that premises, site or location and such premises, site or location is not and never was owned or occupied by, or rented or loaned to, any insured, other than that additional insured; or

**(iii)** "Bodily injury" or "property damage" arising out of heat, smoke or fumes from a "hostile fire";

**(b)** At or from any premises, site or location which is or was at any time used by or for any insured or others for the handling, storage, disposal, processing or treatment of waste;

**(c)** If such "pollutants" are or were at any time transported, handled, stored, treated, disposed of, or processed as waste by or for:

**(i)** Any insured; or

**(ii)** Any person or organization for whom you may be legally responsible;

**(d)** At or from any premises, site or location on which any insured or any contractors or subcontractors working directly or indirectly on any insured's behalf are performing operations if the "pollutants" are brought on or to the premises, site or location in connection with such operations by such insured, contractor or subcontractor. However, this subparagraph does not apply to:

**(i)** "Bodily injury" or "property damage" arising out of the escape of fuels, lubricants or other operating fluids which are needed to perform the normal electrical, hydraulic or mechanical functions necessary for the operation of "mobile equipment" or its parts, if such fuels, lubricants or other operating fluids escape from a vehicle part designed to hold, store or receive them. This exception does not apply if the "bodily injury" or "property damage" arises out of the intentional discharge, dispersal or release of the fuels, lubricants or other operating fluids, or if such fuels, lubricants or other operating fluids are brought on or to the premises, site or location with the intent that they be discharged, dispersed or released as part of the operations being performed by such insured, contractor or subcontractor;

**(ii)** "Bodily injury" or "property damage" sustained within a building and caused by the release of gases, fumes or vapors from materials brought into that building in connection with operations being performed by you or on your behalf by a contractor or subcontractor; or

**(iii)** "Bodily injury" or "property damage" arising out of heat, smoke or fumes from a "hostile fire"; or

**(e)** At or from any premises, site or location on which any insured or any contractors or subcontractors working directly or indirectly on any insured's behalf are or were at any time performing operations to test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants".

**(2)** Any loss, cost or expense arising out of any:

**(a)** Request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants"; or


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**(b)** Claim or suit by or on behalf of any governmental authority or any other person or organization because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to, or assessing the effects of, "pollutants".

**g. Aircraft, Auto Or Watercraft**

"Bodily injury" or "property damage" arising out of the ownership, maintenance, use or entrustment to others of any aircraft, "auto" or watercraft owned or operated by or rented or loaned to any insured. Use includes operation and "loading or unloading".

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by that insured, if the "occurrence" which caused the "bodily injury" or "property damage" involved the ownership, maintenance, use or entrustment to others of any aircraft, "auto" or watercraft that is owned or operated by or rented or loaned to any insured.

This exclusion does not apply to:

**(1)** A watercraft while ashore on premises you own or rent;

**(2)** A watercraft you do not own that is:

**(a)** 50 feet long or less; and

**(b)** Not being used to carry any person or property for a charge;

**(3)** Parking an "auto" on, or on the ways next to, premises you own or rent, provided the "auto" is not owned by or rented or loaned to you or the insured;

**(4)** Liability assumed under any "insured contract" for the ownership, maintenance or use of aircraft or watercraft;

**(5)** "Bodily injury" or "property damage" arising out of:

**(a)** The operation of machinery or equipment that is attached to, or part of, a land vehicle that would qualify as "mobile equipment" under the definition of "mobile equipment" if such land vehicle were not subject to a compulsory or financial responsibility law, or other motor vehicle insurance law, where it is licensed or principally garaged; or

**(b)** The operation of any of the machinery or equipment listed in Paragraph **f.(2)** or **f.(3)** of the definition of "mobile equipment"; or

**(6)** An aircraft that is:

**(a)** Chartered with a pilot to any insured;

**(b)** Not owned by any insured; and

**(c)** Not being used to carry any person or property for a charge.

**h. Mobile Equipment**

"Bodily injury" or "property damage" arising out of:

**(1)** The transportation of "mobile equipment" by an "auto" owned or operated by or rented or loaned to any insured; or

**(2)** The use of "mobile equipment" in, or while in practice for, or while being prepared for, any prearranged racing, speed, demolition, or stunting activity

**i. War**

"Bodily injury" or "property damage" arising out of:

**(1)** War, including undeclared or civil war;

**(2)** Warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

**(3)** Insurrection, rebellion, revolution, usurped power, or action taken by governmental authority in hindering or defending against any of these.

**j. 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;


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**(5)** That particular part of real property on which you or any contractors or subcontractors working directly or indirectly on 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.

Paragraphs **(1)**, **(3)** and **(4)** of this exclusion do not apply to "premises damage". A separate limit of insurance applies to "premises damage" as described in Paragraph **6.** of Section **III** – Limits Of Insurance.

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 **(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".

**k. Damage To Your Product**

"Property damage" to "your product" arising out of it or any part of it.

**l. Damage To Your Work**

"Property damage" to "your work" arising out of it or any part of it and included in the "products-completed operations hazard".

This exclusion does not apply if the damaged work or the work out of which the damage arises was performed on your behalf by a subcontractor.

**m. Damage To Impaired Property Or Property Not Physically Injured**

"Property damage" to "impaired property" or property that has not been physically injured, arising out of:

**(1)** A defect, deficiency, inadequacy or dangerous condition in "your product" or "your work"; or

**(2)** A delay or failure by you or anyone acting on your behalf to perform a contract or agreement in accordance with its terms.

This exclusion does not apply to the loss of use of other property arising out of sudden and accidental physical injury to "your product" or "your work" after it has been put to its intended use.

**n. Recall Of Products, Work Or Impaired Property**

Damages claimed for any loss, cost or expense incurred by you or others for the loss of use, withdrawal, recall, inspection, repair, replacement, adjustment, removal or disposal of:

**(1)** "Your product";

**(2)** "Your work"; or

**(3)** "Impaired property";

if such product, work, or property is withdrawn or recalled from the market or from use by any person or organization because of a known or suspected defect, deficiency, inadequacy or dangerous condition in it.

**o. Personal And Advertising Injury**

"Bodily injury" arising out of "personal and advertising injury".

**p. Electronic Data**

Damages arising out of the loss of, loss of use of, damage to, corruption of, inability to access, or inability to manipulate "electronic data".

However, this exclusion does not apply to liability for damages because of "bodily injury".

**q. Unsolicited Communication**

"Bodily injury" or "property damage" arising out of any actual or alleged violation of any law that restricts or prohibits the sending, transmitting or distributing of "unsolicited communication".

**r. Access Or Disclosure Of Confidential Or Personal Information**

"Bodily injury" or "property damage" arising out of any access to or disclosure of any person's or organization's confidential or personal information.

**s. Asbestos**

**(1)** "Bodily injury" or "property damage" arising out of the actual or alleged presence or actual, alleged or threatened dispersal of asbestos, asbestos fibers or products containing asbestos, provided that the "bodily injury" or "property damage" is caused or contributed to by the hazardous properties of asbestos.


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**(2)** "Bodily injury" or "property damage" arising out of the actual or alleged presence or actual, alleged or threatened dispersal of any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapors, soot, fumes, acids, alkalis, chemicals and waste, and that are part of any claim or "suit" which also alleges any "bodily injury" or "property damage" described in Paragraph **(1)** above.

**(3)** Any loss, cost or expense arising out of any:

**(a)** Request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, asbestos, asbestos fibers or products containing asbestos; or

**(b)** Claim or suit by or on behalf of any governmental authority or any other person or organization because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to, or assessing the effects of, asbestos, asbestos fibers or products containing asbestos.

**t. Employment-Related Practices**

"Bodily injury" to:

**(1)** A person arising out of any:

**(a)** Refusal to employ that person;

**(b)** Termination of that person's employment; or

**(c)** Employment-related practice, policy, act or omission, such as coercion, demotion, evaluation, reassignment, discipline, failure to promote or advance, harassment, humiliation, discrimination, libel, slander, violation of the person's right of privacy, malicious prosecution or false arrest, detention or imprisonment applied to or directed at that person, regardless of whether such practice, policy, act or omission occurs, is applied or is committed before, during or after the time of that person's employment; or

**(2)** The spouse, child, parent, brother or sister of that person as a consequence of "bodily injury" to that person at whom any of the employment-related practices described in Paragraph **(a)**, **(b)**,or **(c)** above is directed.

This exclusion applies whether the insured may be liable as an employer or in any other capacity and to any obligation to share damages with or repay someone else who must pay damages because of the "bodily injury".

Exclusions **c.** through **n.** do not apply to "premises damage". A separate limit of insurance applies to "premises damage" as described in Paragraph **6.** of Section **III** – Limits Of Insurance.

**COVERAGE B – PERSONAL AND ADVERTISING INJURY LIABILITY**

**1. Insuring Agreement**

**a.** We will pay those sums that the insured becomes legally obligated to pay as damages because of "personal and advertising injury" to which this insurance applies. We will have the right and duty to defend the insured against any "suit" seeking those damages. However, we will have no duty to defend the insured against any "suit" seeking damages for "personal and advertising injury" to which this insurance does not apply. We may, at our discretion, investigate any offense and settle any claim or "suit" that may result. But:

**(1)** The amount we will pay for damages is limited as described in Section **III** – Limits Of Insurance; and

**(2)** Our right and duty to defend end when we have used up the applicable limit of insurance in the payment of judgments or settlements under Coverages **A** or **B** or medical expenses under Coverage **C**.

No other obligation or liability to pay sums or perform acts or services is covered unless explicitly provided for under Supplementary Payments.

**b.** This insurance applies to "personal and advertising injury" caused by an offense arising out of your business but only if the offense was committed in the "coverage territory" during the policy period.

**2. Exclusions**

This insurance does not apply to:

**a. Knowing Violation Of Rights Of Another**

"Personal and advertising injury" caused by or at the direction of the insured with the knowledge that the act would violate the rights of another and would inflict "personal and advertising injury".


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This exclusion does not apply to "personal injury" caused by malicious prosecution.

**b. Material Published With Knowledge Of Falsity**

"Personal and advertising injury" arising out of oral or written publication, including publication by electronic means, of material, if done by or at the direction of the insured with knowledge of its falsity.

**c. Material Published Or Used Prior To Policy Period**

**(1)** "Personal and advertising injury" arising out of oral or written publication, including publication by electronic means, of material whose first publication took place before the beginning of the policy period; or

**(2)** "Advertising injury" arising out of infringement of copyright, "title" or "slogan" in your "advertisement" whose first infringement in your "advertisement" was committed before the beginning of the policy period.

**d. Criminal Acts**

"Personal and advertising injury" arising out of a criminal act committed by or at the direction of the insured.

**e. Contractual Liability**

"Personal and advertising injury" for which the insured has assumed liability in a contract or agreement. This exclusion does not apply to liability for damages:

**(1)** That the insured would have in the absence of the contract or agreement; or

**(2)** Because of "personal injury" assumed by you in a contract or agreement that is an "insured contract", provided that the "personal injury" is caused by an offense committed subsequent to the execution of the contract or agreement. Solely for the purposes of liability assumed by you in an "insured contract", reasonable attorneys' fees and necessary litigation expenses incurred by or for a party other than an insured will be deemed to be damages because of "personal injury", provided that:

**(a)** Liability to such party for, or for the cost of, that party's defense has also been assumed by you in the same "insured contract"; and

**(b)** Such attorneys' fees and litigation expenses are for defense of that party against a civil or alternative dispute resolution proceeding in which damages to which this insurance applies are alleged.

**f. Breach Of Contract**

"Advertising injury" arising out of a breach of contract.

**g. Quality Or Performance Of Goods - Failure To Conform To Statements**

"Advertising injury" arising out of the failure of goods, products or services to conform with any statement of quality or performance made in your "advertisement".

**h. Wrong Description Of Prices**

"Advertising injury" arising out of the wrong description of the price of goods, products or services stated in your "advertisement".

**i. Intellectual Property**

"Personal and advertising injury" arising out of any actual or alleged infringement or violation of any of the following rights or laws, or any other "personal and advertising injury" alleged in any claim or "suit" that also alleges any such infringement or violation:

**(1)** Copyright;

**(2)** Patent;

**(3)** Trade dress;

**(4)** Trade name;

**(5)** Trademark;

**(6)** Trade secret; or

**(7)** Other intellectual property rights or laws.

This exclusion does not apply to:

**(1)** "Advertising injury" arising out of any actual or alleged infringement or violation of another's copyright, "title" or "slogan" in your "advertisement"; or

**(2)** Any other "personal and advertising injury" alleged in any claim or "suit" that also alleges any such infringement or violation of another's copyright, "title" or "slogan" in your "advertisement".

**j. Insureds In Media And Internet Type Businesses**

"Personal and advertising injury" caused by an offense committed by an insured whose business is:

**(1)** Advertising, "broadcasting" or publishing;


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**(2)** Designing or determining content of websites for others; or

**(3)** An Internet search, access, content or service provider.

However, this exclusion does not apply to Paragraphs **a.(1)**, **(2)** and **(3)** of the definition of "personal injury".

For the purposes of this exclusion:

**(1)** Creating and producing correspondence written in the conduct of your business, bulletins, financial or annual reports, or newsletters about your goods, products or services will not be considered the business of publishing; and

**(2)** The placing of frames, borders or links, or advertising, for you or others anywhere on the Internet will not, by itself, be considered the business of advertising, "broadcasting" or publishing.

**k. Electronic Chatrooms Or Bulletin Boards**

"Personal and advertising injury" arising out of an electronic chatroom or bulletin board the insured hosts or owns, or over which the insured exercises control.

**l. Unauthorized Use Of Another's Name Or Product**

"Personal and advertising injury" arising out of the unauthorized use of another's name or product in your e-mail address, domain name or metatag, or any other similar tactics to mislead another's potential customers.

**m. Pollution**

"Personal and advertising injury" arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants" at any time.

**n. Pollution-Related**

Any loss, cost or expense arising out of any:

**(1)** Request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants"; or

**(2)** Claim or suit by or on behalf of any governmental authority or any other person or organization because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to,or assessing the effects of, "pollutants".

**o. War**

"Personal and advertising injury" arising out of:

**(1)** War, including undeclared or civil war;

**(2)** Warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

**(3)** Insurrection, rebellion, revolution, usurped power, or action taken by governmental authority in hindering or defending against any of these.

**p. Unsolicited Communication**

"Personal and advertising injury" arising out of any actual or alleged violation of any law that restricts or prohibits the sending, transmitting or distributing of "unsolicited communication".

**q. Access Or Disclosure Of Confidenital Or Personal Information**

"Personal and advertising injury" arising out of any access to or disclosure of any person's or organization's confidential or personal information.

**r. Asbestos**

**(1)** "Personal and advertising injury" arising out of the actual or alleged presence or actual, alleged or threatened dispersal of asbestos, asbestos fibers or products containing asbestos, provided that the "personal and advertising injury" is caused or contributed to by the hazardous properties of asbestos.

**(2)** "Personal and advertising injury" arising out of the actual or alleged presence or actual, alleged or threatened dispersal of any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapors, soot, fumes, acids, alkalis, chemicals and waste, and that are part of any claim or "suit" which also alleges any "personal and advertising injury" described in Paragraph **(1)** above.

**(3)** Any loss, cost or expense arising out of any:

**(a)** Request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or


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assess the effects of, asbestos, asbestos fibers or products containing asbestos; or

**(b)** Claim or suit by or on behalf of any governmental authority or any other person or organization because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to, or assessing the effects of, asbestos, asbestos fibers or products containing asbestos.

**s. Employment-Related Practices**

"Personal injury" to:

**(1)** A person arising out of any:

**(a)** Refusal to employ that person;

**(b)** Termination of that person's employment; or

**(c)** Employment-related practice, policy, act or omission, such as coercion, demotion, evaluation, reassignment, discipline, failure to promote or advance, harassment, humiliation, discrimination, libel, slander, violation of the person's right of privacy, malicious prosecution or false arrest, detention or imprisonment applied to or directed at that person, regardless of whether such practice, policy, act or omission occurs, is applied or is committed before, during or after the time of that person's employment; or

**(2)** The spouse, child, parent, brother or sister of that person as a consequence of "personal injury" to that person at whom any of the employment-related practices described in Paragraph **(a)**, **(b)**, or **(c)** above is directed.

This exclusion applies whether the insured may be liable as an employer or in any other capacity and to any obligation to share damages with or repay someone else who must pay damages because of the "personal injury".

## COVERAGE C – MEDICAL PAYMENTS

### 1. Insuring Agreement

**a.** We will pay medical expenses as described below for "bodily injury" caused by an accident:

**(1)** On premises you own or rent;

**(2)** On ways next to premises you own or rent; or

**(3)** Because of your operations;

provided that:

**(a)** The accident takes place in the "coverage territory" and during the policy period;

**(b)** The expenses are incurred and reported to us within one year of the date of the accident; and

**(c)** The injured person submits to examination, at our expense, by physicians of our choice as often as we reasonably require.

**b.** We will make these payments regardless of fault. These payments will not exceed the applicable limit of insurance. We will pay reasonable expenses for:

**(1)** First aid administered at the time of an accident;

**(2)** Necessary medical, surgical, X-ray and dental services, including prosthetic devices; and

**(3)** Necessary ambulance, hospital, professional nursing and funeral services.

### 2. Exclusions

We will not pay expenses for "bodily injury":

**a. Any Insured**

To any insured, except "volunteer workers".

**b. Hired Person**

To a person hired to do work for or on behalf of any insured or a tenant of any insured.

**c. Injury On Normally Occupied Premises**

To a person injured on that part of premises you own or rent that the person normally occupies.

**d. Workers' Compensation And Similar Laws**

To a person, whether or not an "employee" of any insured, if benefits for the "bodily injury" are payable or must be provided under a workers' compensation or disability benefits law or a similar law.

**e. Athletics Activities**

To a person injured while practicing, instructing or participating in any physical exercises or games, sports, or athletic contests.

**f. Products-Completed Operations Hazard**

Included within the "products-completed operations hazard".

**g. Coverage A Exclusions**

Excluded under Coverage **A**.


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**SUPPLEMENTARY PAYMENTS**

**1.** We will pay, with respect to any claim we investigate or settle, or any "suit" against an insured we defend:

**a.** All expenses we incur.

**b.** Up to $2,500 for the cost of bail bonds required because of accidents or traffic law violations arising out of the use of any vehicle to which the Bodily Injury Liability Coverage applies. We do not have to furnish these bonds.

**c.** The cost of bonds to release attachments, but only for bond amounts within the applicable limit of insurance. We do not have to furnish these bonds.

**d.** All reasonable expenses incurred by the insured at our request to assist us in the investigation or defense of the claim or "suit", including actual loss of earnings up to $500 a day because of time off from work.

**e.** All court costs taxed against the insured in the "suit". However, these payments do not include attorneys' fees or attorneys' expenses taxed against the insured.

**f.** Prejudgment interest awarded against the insured on that part of the judgment we pay. If we make an offer to pay the applicable limit of insurance, we will not pay any prejudgment interest based on that period of time after the offer.

**g.** All interest on the full amount of any judgment that accrues after entry of the judgment and before we have paid, offered to pay, or deposited in court the part of the judgment that is within the applicable limit of insurance.

These payments will not reduce the limits of insurance.

**2.** If we defend an insured against a "suit" and an indemnitee of the insured is also named as a party to the "suit", we will defend that indemnitee if all of the following conditions are met:

**a.** The "suit" against the indemnitee seeks damages for which the insured has assumed the liability of the indemnitee in a contract or agreement that is an "insured contract";

**b.** This insurance applies to such liability assumed by the insured;

**c.** The obligation to defend, or the cost of the defense of, that indemnitee, has also been assumed by the insured in the same "insured contract";

**d.** The allegations in the "suit" and the information we know about the "occurrence" or offense are such that no conflict appears to exist between the interests of the insured and the interests of the indemnitee;

**e.** The indemnitee and the insured ask us to conduct and control the defense of that indemnitee against such "suit" and agree that we can assign the same counsel to defend the insured and the indemnitee; and

**f.** The indemnitee:

**(1)** Agrees in writing to:

**(a)** Cooperate with us in the investigation, settlement or defense of the "suit";

**(b)** Immediately send us copies of any demands, notices, summonses or legal papers received in connection with the "suit";

**(c)** Notify any other insurer whose coverage is available to the indemnitee; and

**(d)** Cooperate with us with respect to coordinating other applicable insurance available to the indemnitee; and

**(2)** Provides us with written authorization to:

**(a)** Obtain records and other information related to the "suit"; and

**(b)** Conduct and control the defense of the indemnitee in such "suit".

So long as the above conditions are met, attorneys' fees incurred by us in the defense of that indemnitee, necessary litigation expenses incurred by us and necessary litigation expenses incurred by the indemnitee at our request will be paid as Supplementary Payments. Notwithstanding the provisions of Paragraph **2.b.(2)** of Section **I** – Coverages – Coverage **A** – Bodily Injury And Property Damage Liability or Paragraph **2.e.** of Section **I** – Coverages – Coverage **B** – Personal And Advertising Injury Liability, such payments will not be deemed to be damages for "bodily injury", "property damage" or "personal injury", and will not reduce the limits of insurance.

Our obligation to defend an insured's indemnitee and to pay for attorneys' fees and necessary litigation expenses as Supplementary Payments ends when:


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**a.** We have used up the applicable limit of insurance in the payment of judgments, settlements or medical expenses; or

**b.** The conditions set forth above, or the terms of the agreement described in Paragraph **f.** above, are no longer met.

**SECTION II – WHO IS AN INSURED**

**1.** If you are designated in the Declarations as:

**a.** An individual, you and your spouse are insureds, but only with respect to the conduct of a business of which you are the sole owner.

**b.** A partnership or joint venture, you are an insured. Your members, your partners, and their spouses are also insureds, but only with respect to the conduct of your business.

**c.** A limited liability company, you are an insured. Your members are also insureds, but only with respect to the conduct of your business. Your managers are insureds, but only with respect to their duties as your managers.

**d.** An organization other than a partnership, joint venture or limited liability company, you are an insured. Your "executive officers" and directors are insureds, but only with respect to their duties as your officers or directors. Your stockholders are also insureds, but only with respect to their liability as stockholders.

**e.** A trust, you are an insured. Your trustees are also insureds, but only with respect to their duties as trustees.

**2.** Each of the following is also an insured:

**a.** Your "volunteer workers" only while performing duties related to the conduct of your business, or your "employees", other than either your "executive officers" (if you are an organization other than a partnership, joint venture or limited liability company) or your managers (if you are a limited liability company), but only for acts within the scope of their employment by you or while performing duties related to the conduct of your business. However, none of these "employees" or "volunteer workers" are insureds for:

**(1)** "Bodily injury" or "personal injury":

**(a)** To you, to your partners or members (if you are a partnership or joint venture), to your members (if you are a limited liability company), to a co-"employee" while in the course of his or her employment or performing duties related to the conduct of your business, or to your other "volunteer workers" while performing duties related to the conduct of your business;

**(b)** To the spouse, child, parent, brother or sister of that co-"employee" or "volunteer worker" as a consequence of Paragraph **(1)(a)** above;

**(c)** For which there is any obligation to share damages with or repay someone else who must pay damages because of the injury described in Paragraph **(1)(a)** or **(b)** above; or

**(d)** Arising out of his or her providing or failing to provide professional health care services.

Unless you are in the business or occupation of providing professional health care services, Paragraphs **(1)(a)**, **(b)**, **(c)** and **(d)** above do not apply to "bodily injury" arising out of providing or failing to provide first aid or "Good Samaritan services" by any of your "employees" or "volunteer workers", other than an employed or volunteer doctor. Any such "employees" or "volunteer workers" providing or failing to provide first aid or "Good Samaritan services" during their work hours for you will be deemed to be acting within the scope of their employment by you or performing duties related to the conduct of your business.

**(2)** "Property damage" to property:

**(a)** Owned, occupied or used by;

**(b)** Rented to, in the care, custody or control of, or over which physical control is being exercised for any purpose by;

you, any of your "employees", "volunteer workers", any partner or member (if you are a partnership or joint venture), or any member (if you are a limited liability company).

**b.** Any person (other than your "employee" or "volunteer worker"), or any organization, while acting as your real estate manager.

**c.** Any person or organization having proper temporary custody of your property if you die, but only:

**(1)** With respect to liability arising out of the maintenance or use of that property; and

**(2)** Until your legal representative has been appointed.


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**d.** Your legal representative if you die, but only with respect to duties as such. That representative will have all your rights and duties under this Coverage Part.

**e.** Any person or organization that, with your express or implied consent, either uses or is responsible for the use of a watercraft that you do not own that is:

**(1)** 50 feet long or less; and

**(2)** Not being used to carry any person or property for a charge.

**3.** Any organization you newly acquire or form, other than a partnership, joint venture or limited liability company, and of which you are the sole owner or in which you maintain an ownership interest of more than 50%, will qualify as a Named Insured if there is no other similar insurance available to that organization. However:

**a.** Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier;

**b.** Coverage **A** does not apply to "bodily injury" or "property damage" that occurred before you acquired or formed the organization; and

**c.** Coverage **B** does not apply to "personal and advertising injury" arising out of an offense committed before you acquired or formed the organization.

For the purposes of Paragraph **1.** of Section **II** – Who Is An Insured, each such organization will be deemed to be designated in the Declarations as:

**a.** An organization, other than a partnership, joint venture or limited liability company; or

**b.** A trust;

as indicated in its name or the documents that govern its structure.

**4.** Any person or organization that is a premises owner, manager or lessor and that you have agreed in a written contract or agreement to include as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" that:

**a.** Is "bodily injury" or "property damage" that occurs, or is "personal and advertising injury" caused by an offense that is committed, subsequent to the signing of that contract or agreement; and

**b.** Arises out of the ownership, maintenance or use of that part of any premises leased to you.

The insurance provided to such premises owner, manager or lessor is subject to the following provisions:

**a.** The limits of insurance provided to such premises owner, manager or lessor will be the minimum limits that you agreed to provide in the written contract or agreement, or the limits shown in the Declarations, whichever are less.

**b.** The insurance provided to such premises owner, manager or lessor does not apply to:

**(1)** Any "bodily injury" or "property damage" that occurs, or "personal and advertising injury" caused by an offense that is committed, after you cease to be a tenant in that premises; or

**(2)** Structural alterations, new construction or demolition operations performed by or on behalf of such premises owner, manager or lessor.

**5.** Any person or organization that is an equipment lessor and that you have agreed in a written contract or agreement to include as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage", or "personal and advertising injury" that:

**a.** Is "bodily injury" or "property damage" that occurs, or is "personal and advertising injury" caused by an offense that is committed, subsequent to the signing of that contract or agreement; and

**b.** Is caused, in whole or in part, by your acts or omissions in the maintenance, operation or use of equipment leased to you by such equipment lessor.

The insurance provided to such equipment lessor is subject to the following provisions:

**a.** The limits of insurance provided to such equipment lessor will be the minimum limits that you agreed to provide in the written contract or agreement, or the limits shown in the Declarations, whichever are less.

**b.** The insurance provided to such equipment lessor does not apply to any "bodily injury" or "property damage" that occurs, or "personal and advertising injury" caused by an offense that is committed, after the equipment lease expires.

No person or organization is an insured with respect to the conduct of any current or past partnership, joint


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venture or limited liability company that is not shown as a Named Insured in the Declarations. This paragraph does not apply to any such partnership, joint venture or limited liability company that otherwise qualifies as an insured under Section **II** – Who Is An Insured.

**SECTION III – LIMITS OF INSURANCE**

**1.** The Limits of Insurance shown in the Declarations and the rules below fix the most we will pay regardless of the number of:

**a.** Insureds;

**b.** Claims made or "suits" brought; or

**c.** Persons or organizations making claims or bringing "suits".

**2.** The General Aggregate Limit is the most we will pay for the sum of:

**a.** Medical expenses under Coverage **C**;

**b.** Damages under Coverage **A**, except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard"; and

**c.** Damages under Coverage **B**.

**3.** The Products-Completed Operations Aggregate Limit is the most we will pay under Coverage **A** for damages because of "bodily injury" and "property damage" included in the "products-completed operations hazard".

**4.** Subject to Paragraph **2.** above, the Personal And Advertising Injury Limit is the most we will pay under Coverage **B** for the sum of all damages because of all "personal injury" and "advertising injury" sustained by any one person or organization.

**5.** Subject to Paragraph **2.** or **3.** above, whichever applies, the Each Occurrence Limit is the most we will pay for the sum of:

**a.** Damages under Coverage **A**; and

**b.** Medical expenses under Coverage **C**;

because of all "bodily injury" and "property damage" arising out of any one "occurrence".

For the purposes of determining the applicable Each Occurrence Limit, all related acts or omissions committed in providing or failing to provide first aid or "Good Samaritan services" to any one person will be deemed to be one "occurrence".

**6.** Subject to Paragraph **5.** above, the Damage To Premises Rented To You Limit is the most we will pay under Coverage **A** for damages because of "premises damage" to any one premises. The Damage To Premises Rented To You Limit will be:

**a.** The amount shown for the Damage To Premises Rented To You Limit in the Declarations of this Coverage Part; or

**b.** $300,000 if no amount is shown for the Damage To Premises Rented To You Limit in the Declarations of this Coverage Part.

**7.** Subject to Paragraph **5.** above, the Medical Expense Limit is the most we will pay under Coverage **C** for all medical expenses because of "bodily injury" sustained by any one person.

The Limits of Insurance of this Coverage Part apply separately to each consecutive annual period and to any remaining period of less than 12 months, starting with the beginning of the policy period shown in the Declarations, unless the policy period is extended after issuance for an additional period of less than 12 months. In that case, the additional period will be deemed part of the last preceding period for purposes of determining the Limits of Insurance.

**SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**

**1. Bankruptcy**

Bankruptcy or insolvency of the insured or of the insured's estate will not relieve us of our obligations under this Coverage Part.

**2. Duties In The Event Of Occurrence, Offense, Claim Or Suit**

**a.** You must see to it that we are notified as soon as practicable of an "occurrence" or an offense which may result in a claim. To the extent possible, notice should include:

**(1)** How, when and where the "occurrence" or offense took place;

**(2)** The names and addresses of any injured persons and witnesses; and

**(3)** The nature and location of any injury or damage arising out of the "occurrence" or offense.

**b.** If a claim is made or "suit" is brought against any insured, you must:

**(1)** Immediately record the specifics of the claim or "suit" and the date received; and

**(2)** Notify us as soon as practicable.

You must see to it that we receive written notice of the claim or "suit" as soon as practicable.

**c.** You and any other involved insured must:

**(1)** Immediately send us copies of any demands, notices, summonses or legal papers received in connection with the claim or "suit";


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**(2)** Authorize us to obtain records and other information;

**(3)** Cooperate with us in the investigation or settlement of the claim or defense against the "suit"; and

**(4)** Assist us, upon our request, in the enforcement of any right against any person or organization which may be liable to the insured because of injury or damage to which this insurance may also apply.

**d.** No insured will, except at that insured's own cost, voluntarily make a payment, assume any obligation, or incur any expense, other than for first aid, without our consent.

**e.** The following provisions apply to Paragraph **a.** above, but only for purposes of the insurance provided under this Coverage Part to you or any insured listed in Paragraph **1.** or **2.** of Section **II** – Who Is An Insured:

**(1)** Notice to us of such "occurrence" or offense must be given as soon as practicable only after the "occurrence" or offense is known to you (if you are an individual), any of your partners or members who is an individual (if you are a partnership or joint venture), any of your managers who is an individual (if you are a limited liability company), any of your "executive officers" or directors (if you are an organization other than a partnership, joint venture, or limited liability company), any of your trustees who is an individual (if you are a trust) or any "employee" authorized by you to give notice of an "occurrence" or offense.

**(2)** If you are a partnership, joint venture, limited liability company or trust, and none of your partners, joint venture members, managers or trustees are individuals, notice to us of such "occurrence" or offense must be given as soon as practicable only after the "occurrence" or offense is known by:

**(a)** Any individual who is:

**(i)** A partner or member of any partnership or joint venture;

**(ii)** A manager of any limited liability company;

**(iii)** An executive officer or director of any other organization; or

**(iv)** A trustee of any trust;

that is your partner, joint venture member, manager or trustee; or

**(b)** Any employee authorized by such partnership, joint venture, limited liability company, trust or other organization to give notice of an "occurrence" or offense.

**(3)** Notice to us of such "occurrence" or offense will be deemed to be given as soon as practicable if it is given in good faith as soon as practicable to your workers' compensation insurer. This applies only if you subsequently give notice to us of the "occurrence" or offense as soon as practicable after any of the persons described in Paragraph **e.(1)** or **(2)** above discovers that the "occurrence" or offense may result in sums to which the insurance provided under this Coverage Part may apply.

However, if this policy includes an endorsement that provides limited coverage for "bodily injury" or "property damage" or pollution costs arising out of a discharge, release or escape of "pollutants" which contains a requirement that the discharge, release or escape of "pollutants" must be reported to us within a specific number of days after its abrupt commencement, this Paragraph **e.** does not affect that requirement.

**3. Legal Action Against Us**

No person or organization has a right under this Coverage Part:

**a.** To join us as a party or otherwise bring us into a "suit" asking for damages from an insured; or

**b.** To sue us on this Coverage Part unless all of its terms have been fully complied with.

A person or organization may sue us to recover on an agreed settlement or on a final judgment against an insured; but we will not be liable for damages that are not payable under the terms of this Coverage Part or that are in excess of the applicable limit of insurance. An agreed settlement means a settlement and release of liability signed by us, the insured, and the claimant or the claimant's legal representative.


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**4. Other Insurance**

If valid and collectible other insurance is available to the insured for a loss we cover under Coverages **A** or **B** of this Coverage Part, our obligations are limited as described in Paragraphs **a.** and **b.** below.

As used anywhere in this Coverage Part, other insurance means insurance, or the funding of losses, that is provided by, through or on behalf of:

**(i)** Another insurance company;

**(ii)** Us or any of our affiliated insurance companies, except when the Non cumulation of Each Occurrence Limit provision of Paragraph **5.** of Section **III** – Limits Of Insurance or the Non cumulation of Personal and Advertising Injury Limit provision of Paragraph **4.** of Section **III** – Limits of Insurance applies because the Amendment – Non Cumulation Of Each Occurrence Limit Of Liability And Non Cumulation Of Personal And Advertising Injury Limit endorsement is included in this policy;

**(iii)** Any risk retention group; or

**(iv)** Any self-insurance method or program, in which case the insured will be deemed to be the provider of other insurance.

Other insurance does not include umbrella insurance, or excess insurance, that was bought specifically to apply in excess of the Limits of Insurance shown in the Declarations of this Coverage Part.

As used anywhere in this Coverage Part, other insurer means a provider of other insurance. As used in Paragraph **c.** below, insurer means a provider of insurance.

**a. Primary Insurance**

This insurance is primary except when Paragraph **b.** below applies. If this insurance is primary, our obligations are not affected unless any of the other insurance is also primary. Then, we will share with all that other insurance by the method described in Paragraph **c.** below, except when Paragraph **d.** below applies.

**b. Excess Insurance**

**(1)** This insurance is excess over:

**(a)** Any of the other insurance, whether primary, excess, contingent or on any other basis:

**(i)** That is Fire, Extended Coverage, Builder's Risk, Installation Risk or similar coverage for "your work";

**(ii)** That is insurance for "premises damage";

**(iii)** If the loss arises out of the maintenance or use of aircraft, "autos" or watercraft to the extent not subject to any exclusion in this Coverage Part that applies to aircraft, "autos" or watercraft;

**(iv)** That is insurance available to a premises owner, manager or lessor that qualifies as an insured under Paragraph **4.** of Section **II** – Who Is An Insured, except when Paragraph **d.** below applies; or

**(v)** That is insurance available to an equipment lessor that qualifies as an insured under Paragraph **5.** of Section **II** – Who Is An Insured, except when Paragraph **d.** below applies.

**(b)** Any of the other insurance, whether primary, excess, contingent or on any other basis, that is available to the insured when the insured is an additional insured, or is any other insured that does not qualify as a named insured, under such other insurance.

**(2)** When this insurance is excess, we will have no duty under Coverages **A** or **B** to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

**(3)** 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.

**(4)** 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.


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**c. Method Of Sharing**

If all of the other insurance permits contribution by equal shares, we will follow this method also. Under this approach each insurer contributes equal amounts until it has paid its applicable limit of insurance or none of the loss remains, whichever comes first.

If any of the other insurance does not permit contribution by equal shares, we will contribute by limits. Under this method, each insurer's share is based on the ratio of its applicable limit of insurance to the total applicable limits of insurance of all insurers.

**d. Primary And Non-Contributory Insurance If Required By Written Contract**

If you specifically agree in a written contract or agreement that the insurance afforded to an insured under this Coverage Part must apply on a primary basis, or a primary and non-contributory basis, this insurance is primary to other insurance that is available to such insured which covers such insured as a named insured, and we will not share with that other insurance, provided that:

**(1)** The "bodily injury" or "property damage" for which coverage is sought occurs; and

**(2)** The "personal and advertising injury" for which coverage is sought is caused by an offense that is committed;

subsequent to the signing of that contract or agreement by you.

**5. Premium Audit**

**a.** We will compute all premiums for this Coverage Part in accordance with our rules and rates.

**b.** Premium shown in this Coverage Part as advance premium is a deposit premium only. At the close of each audit period we will compute the earned premium for that period and send notice to the first Named Insured. The due date for audit and retrospective premiums is the date shown as the due date on the bill. If the sum of the advance and audit premiums paid for the policy period is greater than the earned premium, we will return the excess to the first Named Insured.

**c.** The first Named Insured must keep records of the information we need for premium computation, and send us copies at such times as we may request.

**6. Representations**

By accepting this policy, you agree:

**a.** The statements in the Declarations are accurate and complete;

**b.** Those statements are based upon representations you made to us; and

**c.** We have issued this policy in reliance upon your representations.

The unintentional omission of, or unintentional error in, any information provided by you which we relied upon in issuing this policy will not prejudice your rights under this insurance. However, this provision does not affect our right to collect additional premium or to exercise our rights of cancellation or nonrenewal in accordance with applicable insurance laws or regulations.

**7. Separation Of Insureds**

Except with respect to the Limits of Insurance, and any rights or duties specifically assigned in this Coverage Part to the first Named Insured, this insurance applies:

**a.** As if each Named Insured were the only Named Insured; and

**b.** Separately to each insured against whom claim is made or "suit" is brought.

**8. Transfer Of Rights Of Recovery Against Others To Us**

If the insured has rights to recover all or part of any payment we have made under this Coverage Part, those rights are transferred to us. The insured must do nothing after loss to impair them. At our request, the insured will bring "suit" or transfer those rights to us and help us enforce them.

**9. When We Do Not Renew**

If we decide not to renew this Coverage Part, we will mail or deliver to the first Named Insured shown in the Declarations written notice of the nonrenewal not less than 30 days before the expiration date.

If notice is mailed, proof of mailing will be sufficient proof of notice.

**SECTION V – DEFINITIONS**

**1.** "Advertisement" means a notice that is broadcast or published to the general public or specific market segments about your goods, products or services for the purpose of attracting customers or supporters. For the purposes of this definition:

**a.** Notices that are published include material placed on the Internet or on similar electronic means of communication; and

**b.** Regarding websites, only that part of a website that is about your goods, products or services for the purposes of attracting customers or supporters is considered an advertisement.


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**2.** "Advertising injury":

**a.** Means injury caused by one or more of the following offenses:

**(1)** Oral or written publication, including publication by electronic means, of material in your "advertisement" that slanders or libels a person or organization or disparages a person's or organization's goods, products or services, provided that the claim is made or the "suit" is brought by a person or organization that claims to have been slandered or libeled, or that claims to have had its goods, products or services disparaged;

**(2)** Oral or written publication, including publication by electronic means, of material in your "advertisement" that:

**(a)** Appropriates a person's name, voice, photograph or likeness; or

**(b)** Unreasonably places a person in a false light; or

**(3)** Infringement of copyright, "title" or "slogan" in your "advertisement", provided that the claim is made or the "suit" is brought by a person or organization that claims ownership of such copyright, "title" or "slogan".

**b.** Includes "bodily injury" caused by one or more of the offenses described in Paragraph **a.** above.

**3.** "Auto" means:

**a.** A land motor vehicle, trailer or semitrailer designed for travel on public roads, including any attached machinery or equipment; or

**b.** Any other land vehicle that is subject to a compulsory or financial responsibility law, or other motor vehicle insurance law, where it is licensed or principally garaged.

However, "auto" does not include "mobile equipment".

**4.** "Bodily injury" means:

**a.** Physical harm, including sickness or disease, sustained by a person; or

**b.** Mental anguish, injury or illness, or emotional distress, resulting at any time from such physical harm, sickness or disease.

**5.** "Broadcasting" means transmitting any audio or visual material for any purpose:

**a.** By radio or television; or

**b.** In, by or with any other electronic means of communication, such as the Internet, if that material is part of:

**(1)** Radio or television programming being transmitted;

**(2)** Other entertainment, educational, instructional, music or news programming being transmitted; or

**(3)** Advertising transmitted with any of such programming.

**6.** "Coverage territory" means:

**a.** The United States of America (including its territories and possessions), Puerto Rico and Canada;

**b.** International waters or airspace, but only if the injury or damage occurs in the course of travel or transportation between any places included in Paragraph **a.** above; or

**c.** All other parts of the world if the injury or damage arises out of:

**(1)** Goods or products made or sold by you in the territory described in Paragraph **a.** above;

**(2)** The activities of a person whose home is in the territory described in Paragraph **a.** above, but is away for a short time on your business; or

**(3)** "Personal and advertising injury" offenses that take place through the Internet or similar electronic means of communication;

provided the insured's responsibility to pay damages is determined in a "suit" on the merits in the territory described in Paragraph **a.** above, or in a settlement we agree to.

**7.** "Electronic data" means information, facts or programs stored as or on, created or used on, or transmitted to or from computer software (including systems and applications software), hard or floppy disks, CD-ROMs, tapes, drives, cells, data processing devices or any other media which are used with electronically controlled equipment.

**8.** "Employee" includes a "leased worker". "Employee" does not include a "temporary worker".

**9.** "Executive officer" means a person holding any of the officer positions created by your charter, constitution, bylaws or any other similar governing document.


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**10.** "Good Samaritan services" means any emergency medical services for which no compensation is demanded or received.

**11.** "Hostile fire" means a fire which becomes uncontrollable or breaks out from where it was intended to be.

**12.** "Impaired property" means tangible property, other than "your product" or "your work", that cannot be used or is less useful because:

**a.** It incorporates "your product" or "your work" that is known or thought to be defective, deficient, inadequate or dangerous; or

**b.** You have failed to fulfill the terms of a contract or agreement;

if such property can be restored to use by the repair, replacement, adjustment or removal of "your product" or "your work" or your fulfilling the terms of the contract or agreement.

**13.** "Insured contract" means:

**a.** A contract for a lease of premises. However, that portion of the contract for a lease of premises that indemnifies any person or organization for "premises damage" is not an "insured contract";

**b.** A sidetrack agreement;

**c.** Any easement or license agreement, except in connection with construction or demolition operations on or within 50 feet of a railroad;

**d.** An obligation, as required by ordinance, to indemnify a municipality, except in connection with work for a municipality;

**e.** An elevator maintenance agreement;

**f.** That part of any other contract or agreement pertaining to your business (including an indemnification of a municipality in connection with work performed for a municipality) under which you assume the tort liability of another party to pay for "bodily injury", "property damage" or "personal injury" to a third person or organization. Tort liability means a liability that would be imposed by law in the absence of any contract or agreement.

Paragraph **f.** does not include that part of any contract or agreement:

**(1)** That indemnifies a railroad for "bodily injury" or "property damage" arising out of construction or demolition operations, within 50 feet of any railroad property and affecting any railroad bridge or trestle, tracks, roadbeds, tunnel, underpass or crossing;

**(2)** That indemnifies an architect, engineer or surveyor for injury or damage arising out of:

**(a)** Preparing, approving, or failing to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; or

**(b)** Giving directions or instructions, or failing to give them, if that is the primary cause of the injury or damage; or

**(3)** Under which the insured, if an architect, engineer or surveyor, assumes liability for an injury or damage arising out of the insured's rendering or failure to render professional services, including those listed in Paragraph **(2)** above and supervisory, inspection, architectural or engineering activities.

**14.** "Leased worker" means a person leased to you by a labor leasing firm under an agreement between you and the labor leasing firm, to perform duties related to the conduct of your business. "Leased worker" does not include a "temporary worker".

**15.** "Loading or unloading" means the handling of property:

**a.** After it is moved from the place where it is accepted for movement into or onto an aircraft, watercraft or "auto";

**b.** While it is in or on an aircraft, watercraft or "auto"; or

**c.** While it is being moved from an aircraft, watercraft or "auto" to the place where it is finally delivered;

but "loading or unloading" does not include the movement of property by means of a mechanical device, other than a hand truck, that is not attached to the aircraft, watercraft or "auto".

**16.** "Mobile equipment" means any of the following types of land vehicles, including any attached machinery or equipment:

**a.** Bulldozers, farm machinery, forklifts and other vehicles designed for use principally off public roads;

**b.** Vehicles maintained for use solely on or next to premises you own or rent;

**c.** Vehicles that travel on crawler treads;


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**d.** Vehicles, whether self-propelled or not, maintained primarily to provide mobility to permanently mounted:

**(1)** Power cranes, shovels, loaders, diggers or drills; or

**(2)** Road construction or resurfacing equipment such as graders, scrapers or rollers;

**e.** Vehicles not described in Paragraph **a.**, **b.**, **c.** or **d.** above that are not self-propelled and are maintained primarily to provide mobility to permanently attached equipment of the following types:

**(1)** Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting and well servicing equipment; or

**(2)** Cherry pickers and similar devices used to raise or lower workers;

**f.** Vehicles not described in Paragraph **a.**, **b.**, **c.** or **d.** above maintained primarily for purposes other than the transportation of persons or cargo.

However, self-propelled vehicles with the following types of permanently attached equipment are not "mobile equipment" but will be considered "autos":

**(1)** Equipment designed primarily for:

**(a)** Snow removal;

**(b)** Road maintenance, but not construction or resurfacing; or

**(c)** Street cleaning;

**(2)** Cherry pickers and similar devices mounted on automobile or truck chassis and used to raise or lower workers; and

**(3)** Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting and well servicing equipment.

However, "mobile equipment" does not include any land vehicle that is subject to a compulsory or financial responsibility law, or other motor vehicle insurance law, where it is licensed or principally garaged. Such land vehicles are considered "autos".

**17.** "Occurrence" means:

**a.** An accident, including continuous or repeated exposure to substantially the same general harmful conditions; or

**b.** An act or omission committed in providing or failing to provide first aid or "Good Samaritan services" to a person, unless you are in the business or occupation of providing professional health care services.

**18.** "Personal and advertising injury" means "personal injury" or "advertising injury".

**19.** "Personal injury":

**a.** Means injury, other than "advertising injury", caused by one or more of the following offenses:

**(1)** False arrest, detention or imprisonment;

**(2)** Malicious prosecution;

**(3)** The wrongful eviction from, wrongful entry into, or invasion of the right of private occupancy of a room, dwelling or premises that a person occupies, provided that the wrongful eviction, wrongful entry or invasion of the right of private occupancy is committed by or on behalf of the owner, landlord or lessor of that room, dwelling or premises;

**(4)** Oral or written publication, including publication by electronic means, of material that slanders or libels a person or organization or disparages a person's or organization's goods, products or services, provided that the claim is made or the "suit" is brought by a person or organization that claims to have been slandered or libeled, or that claims to have had its goods, products or services disparaged; or

**(5)** Oral or written publication, including publication by electronic means, of material that:

**(a)** Appropriates a person's name, voice, photograph or likeness; or

**(b)** Unreasonably places a person in a false light.

**b.** Includes "bodily injury" caused by one or more of the offenses described in Paragraph **a.** above.

**20.** "Pollutants" mean any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, fumes, acids, alkalis, chemicals and waste. Waste includes materials to be recycled, reconditioned or reclaimed.


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**21.** "Premises damage" means:

**a.** With respect to the first paragraph of the exceptions in Exclusion **j.** of Section **I** – Coverage **A** – Bodily Injury And Property Damage Liability, "property damage" to any premises while rented to you for a period of seven or fewer consecutive days, including the contents of such premises; or

**b.** With respect to the exception to Exclusions **c.** through **n.** in the last paragraph of Paragraph **2.** of Section **I** – Coverage **A** – Bodily Injury And Property Damage Liability, "property damage" to any premises while rented to you for a period of more than seven consecutive days, or while temporarily occupied by you with permission of the owner, caused by:

**(1)** Fire;

**(2)** Explosion;

**(3)** Lightning;

**(4)** Smoke resulting from fire, explosion or lightning; or

**(5)** Water.

But "premises damage" under this Paragraph **b.** does not include "property damage" to any premises caused by:

**(1)** Rupture, bursting, or operation of pressure relief devices;

**(2)** Rupture or bursting due to expansion or swelling of the contents of any building or structure caused by or resulting from water; or

**(3)** Explosion of steam boilers, steam pipes, steam engines or steam turbines.

**22.** "Products-completed operations hazard":

**a.** Includes all "bodily injury" and "property damage" occurring away from premises you own or rent and arising out of "your product" or "your work" except:

**(1)** Products that are still in your physical possession; or

**(2)** Work that has not yet been completed or abandoned. However, "your work" will be deemed completed at the earliest of the following times:

**(a)** When all of the work called for in your contract has been completed.

**(b)** When all of the work to be done at the job site has been completed if your contract calls for work at more than one job site.

**(c)** When that part of the work done at a job site has been put to its intended use by any person or organization other than another contractor or subcontractor working on the same project.

Work that may need service, maintenance, correction, repair or replacement, but which is otherwise complete, will be treated as completed.

**b.** Does not include "bodily injury" or "property damage" arising out of:

**(1)** The transportation of property, unless the injury or damage arises out of a condition in or on a vehicle not owned or operated by you, and that condition was created by the "loading or unloading" of that vehicle by any insured;

**(2)** The existence of tools, uninstalled equipment or abandoned or unused materials; or

**(3)** Products or operations for which the classification, listed in the Declarations or in a policy Schedule, states that products-completed operations are subject to the General Aggregate Limit.

**23.** "Property damage" means:

**a.** Physical injury to tangible property, including all resulting loss of use of that property. All such loss of use will be deemed to occur at the time of the physical injury that caused it; or

**b.** Loss of use of tangible property that is not physically injured. All such loss of use will be deemed to occur at the time of the "occurrence" that caused it.

For the purposes of this insurance, "electronic data" is not tangible property.

**24.** "Slogan":

**a.** Means a phrase that others use for the purpose of attracting attention in their advertising.

**b.** Does not include a phrase used as, or in, the name of:

**(1)** Any person or organization, other than you; or

**(2)** Any business, or any of the premises, goods, products, services or work, of any person or organization, other than you.


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**25.** "Suit" means a civil proceeding in which damages because of "bodily injury", "property damage" or "personal and advertising injury" to which this insurance applies are alleged. "Suit" includes:

**a.** An arbitration proceeding in which such damages are claimed and to which the insured must submit or does submit with our consent; or

**b.** Any other alternative dispute resolution proceeding in which such damages are claimed and to which the insured submits with our consent.

**26.** "Temporary worker" means a person who is furnished to you to substitute for a permanent "employee" on leave or to meet seasonal or short-term workload conditions.

**27.** "Title" means a name of a literary or artistic work.

**28.** "Unsolicited communication" means any communication, in any form, that the recipient of such communication did not specifically request to receive.

**29.** "Volunteer worker" means a person who is not your "employee", and who donates his or her work and acts at the direction of and within the scope of duties determined by you, and is not paid a fee, salary or other compensation by you or anyone else for their work performed for you.

**30.** "Your product":

**a.** Means:

**(1)** Any goods or products, other than real property, manufactured, sold, handled, distributed or disposed of by:

**(a)** You;

**(b)** Others trading under your name; or

**(c)** A person or organization whose business or assets you have acquired; and

**(2)** Containers (other than vehicles), materials, parts or equipment furnished in connection with such goods or products.

**b.** Includes:

**(1)** Warranties or representations made at any time with respect to the fitness, quality, durability, performance or use of "your product"; and

**(2)** The providing of or failure to provide warnings or instructions.

**c.** Does not include vending machines or other property rented to or located for the use of others but not sold.

**31.** "Your work":

**a.** Means:

**(1)** Work or operations performed by you or on your behalf; and

**(2)** Materials, parts or equipment furnished in connection with such work or operations.

**b.** Includes:

**(1)** Warranties or representations made at any time with respect to the fitness, quality, durability, performance or use of "your work"; and

**(2)** The providing of or failure to provide warnings or instructions.


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**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

# XTEND ENDORSEMENT FOR ARCHITECTS, ENGINEERS AND SURVEYORS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

**GENERAL DESCRIPTION OF COVERAGE** – This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to this Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

**A.** Non-Owned Watercraft – 75 Feet Long Or Less

**B.** Who Is An Insured – Unnamed Subsidiaries

**C.** Who Is An Insured – Retired Partners, Members, Directors And Employees

**D.** Who Is An Insured – Employees And Volunteer Workers – Bodily Injury To Co-Employees, Co-Volunteer Workers And Retired Partners, Members, Directors And Employees

**E.** Who Is An Insured – Newly Acquired Or Formed Limited Liability Companies

**F.** Blanket Additional Insured – Controlling Interest

**G.** Blanket Additional Insured – Mortgagees, Assignees, Successors Or Receivers

**H.** Blanket Additional Insured – Governmental Entities – Permits Or Authorizations Relating To Premises

**I.** Blanket Additional Insured – Governmental Entities – Permits Or Authorizations Relating To Operations

**J.** Incidental Medical Malpractice

**K.** Medical Payments – Increased Limit

**L.** Amendment Of Excess Insurance Condition – Professional Liability

**M.** Blanket Waiver Of Subrogation – When Required By Written Contract Or Agreement

**N.** Contractual Liability – Railroads

**PROVISIONS**

**A. NON-OWNED WATERCRAFT – 75 FEET LONG OR LESS**

**1.** The following replaces Paragraph **(2)** of Exclusion **g.**, **Aircraft, Auto Or Watercraft**, in Paragraph **2.** of **SECTION I – COVERAGES – COVERAGE A – BODILY INJURY AND PROPERTY DAMAGE LIABILITY**:

**(2)** A watercraft you do not own that is:

**(a)** 75 feet long or less; and

**(b)** Not being used to carry any person or property for a charge;

**2.** The following replaces Paragraph **2.e.** of **SECTION II – WHO IS AN INSURED**:

**e.** Any person or organization that, with your express or implied consent, either uses or is responsible for the use of a watercraft that you do not own that is:

**(1)** 75 feet long or less; and

**(2)** Not being used to carry any person or property for a charge;

**B. WHO IS AN INSURED – UNNAMED SUBSIDIARIES**

The following is added to **SECTION II – WHO IS AN INSURED**:

Any of your subsidiaries, other than a partnership or joint venture, that is not shown as a Named Insured in the Declarations is a Named Insured if:

**a.** You are the sole owner of, or maintain an ownership interest of more than 50% in, such subsidiary on the first day of the policy period; and


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**b.** Such subsidiary is not an insured under similar other insurance.

No such subsidiary is an insured for "bodily injury" or "property damage" that occurred, or "personal and advertising injury" caused by an offense committed:

**a.** Before you maintained an ownership interest of more than 50% in such subsidiary; or

**b.** After the date, if any, during the policy period that you no longer maintain an ownership interest of more than 50% in such subsidiary.

For purposes of Paragraph **1.** of Section **II** – Who Is An Insured, each such subsidiary will be deemed to be designated in the Declarations as:

**a.** A limited liability company;

**b.** An organization other than a partnership, joint venture or limited liability company; or

**c.** A trust;

as indicated in its name or the documents that govern its structure.

**C. WHO IS AN INSURED – RETIRED PARTNERS, MEMBERS, DIRECTORS AND EMPLOYEES**

The following is added to Paragraph **2.** of **SECTION II – WHO IS AN INSURED**:

Any person who is your retired partner, member, director or "employee" that is performing services for you under your direct supervision, but only for acts within the scope of their employment by you or while performing duties related to the conduct of your business. However, no such retired partner, member, director or "employee" is an insured for:

**(1)** "Bodily injury":

**(a)** To you, to your current partners or members (if you are a partnership or joint venture), to your current members (if you are a limited liability company) or to your current directors;

**(b)** To the spouse, child, parent, brother or sister of that current partner, member or director as a consequence of Paragraph **(1)(a)** above;

**(c)** For which there is any obligation to share damages with or repay someone else who must pay damages because of the injury described in Paragraph **(1)(a)** or **(b)** above; or

**(d)** Arising out of his or her providing or failing to provide professional health care services.

Unless you are in the business or occupation of providing professional health care services, Paragraphs **(1)(a)**, **(b)**, **(c)** and **(d)** above do not apply to "bodily injury" arising out of providing or failing to provide first aid or "Good Samaritan services" by any of your retired partners, members, directors or "employees", other than a doctor. Any such retired partners, members, directors or "employees" providing or failing to provide first aid or "Good Samaritan services" during their work hours for you will be deemed to be acting within the scope of their employment by you or performing duties related to the conduct of your business.

**(2)** "Personal injury":

**(a)** To you, to your current or retired partners or members (if you are a partnership or joint venture), to your current or retired members (if you are a limited liability company), to your other current or retired directors or "employees" while in the course of his or her employment or performing duties related to the conduct of your business, or to your other "volunteer workers" while performing duties related to the conduct of your business;

**(b)** To the spouse, child, parent, brother or sister of that current or retired partner, member, director, "employee" or "volunteer worker" as a consequence of Paragraph **(2)(a)** above;

**(c)** For which there is any obligation to share damages with or repay someone else who must pay damages because of the injury described in Paragraph **(2)(a)** or **(b)** above; or

**(d)** Arising out of his or her providing or failing to provide professional health care services.

**(3)** "Property damage" to property:

**(a)** Owned, occupied or used by; or

**(b)** Rented to, in the care, custody or control of, or over which physical control is being exercised for any purpose by;

you, any of your retired partners, members or directors, your current or retired "employees" or "volunteer workers", any current partner or member (if you are a partnership or joint venture), or any current member (if you are a limited liability company) or current director.


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**D. WHO IS AN INSURED – EMPLOYEES AND VOLUNTEER WORKERS – BODILY INJURY TO CO-EMPLOYEES, CO-VOLUNTEER WORKERS AND RETIRED PARTNERS, MEMBERS, DIRECTORS AND EMPLOYEES**

The following is added to Paragraph **2.a.(1)** of **SECTION II – WHO IS AN INSURED**:

Paragraphs **(1)(a)**, **(b)** and **(c)** above do not apply to "bodily injury" to a current or retired co-"employee" while in the course of the co-"employee's" employment by you or performing duties related to the conduct of your business, or to "bodily injury" to your other "volunteer workers" or retired partners, members or directors while performing duties related to the conduct of your business.

**E. WHO IS AN INSURED – NEWLY ACQUIRED OR FORMED LIMITED LIABILITY COMPANIES**

The following replaces Paragraph **3.** of **SECTION II – WHO IS AN INSURED**:

**3.** Any organization you newly acquire or form, other than a partnership or joint venture, and of which you are the sole owner or in which you maintain an ownership interest of more than 50%, will qualify as a Named Insured if there is no other similar insurance available to that organization. However:

**a.** Coverage under this provision is afforded only:

**(1)** Until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier, if you do not report such organization in writing to us within 180 days after you acquire or form it; or

**(2)** Until the end of the policy period, when that date is later than 180 days after you acquire or form such organization, if you report such organization in writing to us within 180 days after you acquire or form it;

**b.** Coverage **A** does not apply to "bodily injury" or "property damage" that occurred before you acquired or formed the organization; and

**c.** Coverage **B** does not apply to "personal and advertising injury" arising out of an offense committed before you acquired or formed the organization.

For the purposes of Paragraph **1.** of Section **II** – Who Is An Insured, each such organization will be deemed to be designated in the Declarations as:

**a.** A limited liability company;

**b.** An organization other than a partnership, joint venture or limited liability company; or

**c.** A trust;

as indicated in its name or the documents that govern its structure.

**F. BLANKET ADDITIONAL INSURED – CONTROLLING INTEREST**

**1.** The following is added to **SECTION II – WHO IS AN INSURED**:

Any person or organization that has financial control of you is an insured with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" that arises out of:

**a.** Such financial control; or

**b.** Such person's or organization's ownership, maintenance or use of premises leased to or occupied by you.

The insurance provided to such person or organization does not apply to structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

**2.** The following is added to Paragraph **4.** of **SECTIO N II – WHO IS AN INSURED**:

This paragraph does not apply to any premises owner, manager or lessor that has financial control of you.

**G. BLANKET ADDITIONAL INSURED – MORTGAGEES, ASSIGNEES, SUCCESSORS OR RECEIVERS**

The following is added to **SECTION II – WHO IS AN INSURED**:

Any person or organization that is a mortgagee, assignee, successor or receiver and that you have agreed in a written contract or agreement to include as an additional insured on this Coverage Part is an insured, but only with respect to its liability as mortgagee, assignee, successor or receiver for "bodily injury", "property damage" or "personal and advertising injury" that:

**a.** Is "bodily injury" or "property damage" that occurs, or is "personal and advertising injury" caused by an offense that is committed,


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subsequent to the signing of that contract or agreement; and

**b.** Arises out of the ownership, maintenance or use of the premises for which that mortgagee, assignee, successor or receiver is required under that contract or agreement to be included as an additional insured on this Coverage Part.

The insurance provided to such mortgagee, assignee, successor or receiver is subject to the following provisions:

**a.** The limits of insurance provided to such mortgagee, assignee, successor or receiver will be the minimum limits that you agreed to provide in the written contract or agreement, or the limits shown in the Declarations, whichever are less.

**b.** The insurance provided to such person or organization does not apply to:

**(1)** Any "bodily injury" or "property damage" that occurs, or any "personal and advertising injury" caused by an offense that is committed, after such contract or agreement is no longer in effect; or

**(2)** Any "bodily injury", "property damage" or "personal and advertising injury" arising out of any structural alterations, new construction or demolition operations performed by or on behalf of such mortgagee, assignee, successor or receiver.

**H. BLANKET ADDITIONAL INSURED – GOVERNMENTAL ENTITIES – PERMITS OR AUTHORIZATIONS RELATING TO PREMISES**

The following is added to **SECTION II – WHO IS AN INSURED**:

Any governmental entity that has issued a permit or authorization with respect to premises owned or occupied by, or rented or loaned to, you and that you are required by any ordinance, law, building code or written contract or agreement to include as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" arising out of the existence, ownership, use, maintenance, repair, construction, erection or removal of any of the following for which that governmental entity has issued such permit or authorization: advertising signs, awnings, canopies, cellar entrances, coal holes, driveways, manholes, marquees, hoist away openings, sidewalk vaults, elevators, street banners or decorations.

**I. BLANKET ADDITIONAL INSURED – GOVERNMENTAL ENTITIES – PERMITS OR AUTHORIZATIONS RELATING TO OPERATIONS**

The following is added to **SECTION II – WHO IS AN INSURED**:

Any governmental entity that has issued a permit or authorization with respect to operations performed by you or on your behalf and that you are required by any ordinance, law, building code or written contract or agreement to include as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" arising out of such operations.

The insurance provided to such governmental entity does not apply to:

**a.** Any "bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the governmental entity; or

**b.** Any "bodily injury" or "property damage" included in the "products-completed operations hazard".

**J. INCIDENTAL MEDICAL MALPRACTICE**

**1.** The following replaces Paragraph **b.** of the definition of "occurrence" in the **DEFINITIONS** Section:

**b.** An act or omission committed in providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to a person, unless you are in the business or occupation of providing professional health care services.

**2.** The following replaces the last paragraph of Paragraph **2.a.(1)** of **SECTION II – WHO IS AN INSURED**:

Unless you are in the business or occupation of providing professional health care services, Paragraphs **(1)(a)**, **(b)**, **(c)** and **(d)** above do not apply to "bodily injury" arising out of providing or failing to provide:

**(a)** "Incidental medical services" by any of your "employees" who is a nurse, nurse assistant, emergency medical technician, paramedic, athletic trainer, audiologist, dietician, nutritionist,


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occupational therapist or occupational therapy assistant, physical therapist or speech-language pathologist; or

**(b)** First aid or "Good Samaritan services" by any of your "employees" or "volunteer workers", other than an employed or volunteer doctor. Any such "employees" or "volunteer workers" providing or failing to provide first aid or "Good Samaritan services" during their work hours for you will be deemed to be acting within the scope of their employment by you or performing duties related to the conduct of your business.

**3.** The following replaces the last sentence of Paragraph **5.** of **SECTION III – LIMITS OF INSURANCE**:

For the purposes of determining the applicable Each Occurrence Limit, all related acts or omissions committed in providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to any one person will be deemed to be one "occurrence".

**4.** The following exclusion is added to Paragraph **2.**, **Exclusions**, of **SECTION I – COVERAGES – COVERAGE A – BODILY INJURY AND PROPERTY DAMAGE LIABILITY**:

**Sale Of Pharmaceuticals**

"Bodily injury" or "property damage" arising out of the violation of a penal statute or ordinance relating to the sale of pharmaceuticals committed by, or with the knowledge or consent of the insured.

**5.** The following is added to the **DEFINITIONS** Section:

"Incidental medical services" means:

**a.** Medical, surgical, dental, laboratory, x-ray or nursing service or treatment, advice or instruction, or the related furnishing of food or beverages; or

**b.** The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.

**6.** The following is added to Paragraph **4.b.**, **Excess Insurance**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

This insurance is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to any of your "employees" for "bodily injury" that arises out of providing or failing to provide "incidental medical services" to any person to the extent not subject to Paragraph **2.a.(1)** of Section **II** – Who Is An Insured.

**K. MEDICAL PAYMENTS – INCREASED LIMIT**

The following replaces Paragraph **7.** of **SECTION III – LIMITS OF INSURANCE**:

**7.** Subject to Paragraph **5.** above, the Medical Expense Limit is the most we will pay under Coverage **C** for all medical expenses because of "bodily injury" sustained by any one person, and will be the higher of:

**a.** $10,000; or

**b.** The amount shown in the Declarations of this Coverage Part for Medical Expense Limit.

**L. AMENDMENT OF EXCESS INSURANCE CONDITION – PROFESSIONAL LIABILITY**

The following is added to Paragraph **4.b.**, **Excess Insurance**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

This insurance is excess over any of the other insurance, whether primary, excess, contingent or on any other basis, that is Professional Liability or similar coverage, to the extent the loss is not subject to the professional services exclusion of Coverage **A** or Coverage **B**.

**M. BLANKET WAIVER OF SUBROGATION – WHEN REQUIRED BY WRITTEN CONTRACT OR AGREEMENT**

The following is added to Paragraph **8.**, **Transfer Of Rights Of Recovery Against Others To Us**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

If the insured has agreed in a written contract or agreement to waive that insured's right of recovery against any person or organization, we waive our right of recovery against such person or organization, but only for payments we make because of:

**a.** "Bodily injury" or "property damage" that occurs; or

**b.** "Personal and advertising injury" caused by an offense that is committed;

subsequent to the signing of that contract or agreement.


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**N. CONTRACTUAL LIABILITY – RAILROADS**

**1.** The following replaces Paragraph **c.** of the definition of "insured contract" in the **DEFINITIONS** Section:

**c.** Any easement or license agreement;

**2.** Paragraph **f.(1)** of the definition of "insured contract" in the **DEFINITIONS** Section is deleted.


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**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

# TOTAL AGGREGATE LIMIT OTHER THAN PROJECTS AND DESIGNATED PROJECT AND LOCATION AGGREGATE LIMITS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

**SCHEDULE – LIMITS OF INSURANCE AND DESIGNATED PROJECTS AND LOCATIONS**

**LIMITS OF INSURANCE**

| | |
|---|---|
| **Total Aggregate Limit (Other Than Projects and Products-Completed Operations)** | **$** 2,000,000 |
| **Designated Location Aggregate Limit (Other Than Products-Completed Operations)** | **$** 2,000,000 |
| **Designated Project Aggregate Limit (Other Than Products-Completed Operations)** | **$** 2,000,000 |
| **General Aggregate Limit (Other Than Products-Completed Operations)** | **$** 2,000,000 |

**Designated Projects:**
Each "project" for which you have agreed, in a written contract which is in effect during this policy period, to provide a separate General Aggregate Limit, provided that the contract is signed by you before the "bodily injury" or "property damage" occurs.

**Designated Locations:**
All locations listed in Item 3. of the Common Policy Declarations or in any Master Pac Account Exposure Endorsement included in this policy.

**PROVISIONS**

1. The General Aggregate Limit (Other Than Products-Completed Operations) shown in the Declarations is replaced by the Limits of Insurance shown in the Schedule – Limits Of Insurance And Designated Projects And Locations.
2. The following replaces Paragraph **1.** of **SECTION III – LIMITS OF INSURANCE**:

1. The Limits of Insurance shown in the Declarations or the Schedule – Limits Of Insurance And Designated Projects And Locations, whichever apply, and the rules below fix the most we will pay regardless of the number of:
   - **a.** Insureds;
   - **b.** Claims made or "suits" brought;


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**c.** Persons or organizations making claims or bringing "suits"; or

**d.** "Projects" or "locations".

**3.** The following replaces Paragraph **2.** of **SECTION III – LIMITS OF INSURANCE**:

**2. a.** The Total Aggregate Limit shown in the Schedule – Limits Of Insurance And Designated Projects And Locations is the most we will pay for the sum of all amounts under the Designated Location Aggregate Limit and all amounts under the General Aggregate Limit. This includes:

**(1)** Damages under Coverage **A**, except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard";

**(2)** Damages under Coverage **B**; and

**(3)** Medical expenses under Coverage **C**.

**b.** The Designated Project Aggregate Limit shown in the Schedule – Limits Of Insurance And Designated Projects And Locations applies and is further subject to all of the following provisions:

**(1)** The Designated Project Aggregate Limit is the most we will pay for the sum of:

**(a)** Damages under Coverage **A** because of "bodily injury" and "property damage" caused by "occurrences"; and

**(b)** Medical expenses under Coverage **C** for "bodily injury" caused by accidents;

that can be attributed only to operations at a single "project".

**(2)** The Designated Project Aggregate Limit applies separately to each "project".

**(3)** The Designated Project Aggregate Limit does not apply to damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard". Instead, the Products-Completed Operations Aggregate Limit described in Paragraph **3.** below applies to such damages.

**(4)** The Designated Project Aggregate Limit does not apply to damages under Coverage **B**. Instead, the General Aggregate Limit described in Paragraph **2.d.** below applies to such damages.

**(5)** Any payments made for damages or medical expenses to which the Designated Project Aggregate Limit applies will reduce the Designated Project Aggregate Limit for the applicable "project". Such payments will not reduce the Total Aggregate Limit, the General Aggregate Limit described in Paragraph **2.d.** below, the Designated Project Aggregate Limit for any other "project" or the Designated Location Aggregate Limit.

**c.** Subject to the Total Aggregate Limit described in Paragraph **2.a.** above, the Designated Location Aggregate Limit shown in the Schedule – Limits Of Insurance And Designated Projects And Locations applies and is further subject to all of the following provisions:

**(1)** The Designated Location Aggregate Limit is the most we will pay for the sum of:

**(a)** Damages under Coverage **A** because of "bodily injury" and "property damage" caused by "occurrences"; and

**(b)** Medical expenses under Coverage **C** for "bodily injury" caused by accidents;

that can be attributed only to operations at a single "location".

**(2)** The Designated Location Aggregate Limit applies separately to each "location".

**(3)** The Designated Location Aggregate Limit does not apply to damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard". Instead, the Products-Completed Operations Aggregate Limit described in Paragraph **3.** below applies to such damages.

**(4)** The Designated Location Aggregate Limit does not apply to damages under Coverage **B**. Instead, the General Aggregate Limit described in


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Paragraph **2.d.** below applies to such damages.

**(5)** Any payments made for damages or medical expenses to which the Designated Location Aggregate Limit applies will reduce:

**(a)** The Total Aggregate Limit; and

**(b)** The Designated Location Aggregate Limit for the applicable "location".

Such payments will not reduce the General Aggregate Limit described in Paragraph **2.d.** below, the Designated Project Aggregate Limit or the Designated Location Aggregate Limit for any other "location".

**d.** Subject to the Total Aggregate Limit described in Paragraph **2.a.** above, the General Aggregate Limit shown in the Schedule – Limits Of Insurance And Designated Projects And Locations applies and is further subject to all of the following provisions:

**(1)** The General Aggregate Limit is the most we will pay for the sum of:

**(a)** Damages under Coverage **A** because of "bodily injury" and "property damage" caused by "occurrences", and medical expenses under Coverage **C** for "bodily injury" caused by accidents, that cannot be attributed only to operations at a single "project" or a single "location"; and

**(b)** Damages under Coverage **B**.

**(2)** The General Aggregate Limit does not apply to damages for "bodily injury" or "property damage" included in the "products-completed operations hazard". Instead, the Products-Completed Operations Aggregate Limit described in Paragraph **3.** below applies to such damages.

**(3)** Any payments made for damages or medical expenses to which the General Aggregate Limit applies will reduce:

**(a)** The Total Aggregate Limit; and

**(b)** The General Aggregate Limit.

Such payments will not reduce the Designated Project Aggregate Limit for any "project" or the Designated Location Aggregate Limit for any "location".

**4.** The following replaces Paragraph **3.** of **SECTION III – LIMITS OF INSURANCE**:

**3.** The Products-Completed Operations Aggregate Limit shown in the Declarations is the most we will pay under Coverage **A** for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard". Any payments made for such damages will not reduce the Total Aggregate Limit, the General Aggregate Limit, the Designated Project Aggregate Limit for any "project" or the Designated Location Aggregate Limit for any "location".

**5.** The following is added to the **DEFINITIONS** Section:

"Location" means any designated location shown in the Schedule – Limits Of Insurance And Designated Projects and Locations that is owned by or rented to you. For the purposes of determining the applicable aggregate limit of insurance, each "location" that includes a premises involving the same or connecting lots, or premises whose connection is interrupted only by a street, roadway or waterway, or by a right-of-way of a railroad, will be considered a single "location".

"Project" means any designated project shown in the Schedule – Limits Of Insurance And Designated Projects And Locations that is away from premises owned by or rented to you and at which you are performing operations pursuant to a contract or agreement. For the purposes of determining the applicable aggregate limit of insurance, each "project" that includes a premises involving the same or connecting lots, or premises whose connection is interrupted only by a street, roadway or waterway, or by a right-of-way of a railroad, will be considered a single "project".


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**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

# WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

**Policy Number:** 57WEOL64HF8 **Endorsement Number:**
**Effective Date:** 03/01/2024 Effective hour is the same as stated on the Information Page of the policy.
**Named Insured and Address:** BLACK EAGLE CONSULTING LLC
12130 SANTA MARGARITA CT
RANCHO CUCAMONGA CA 91730

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 shall not operate directly or indirectly to benefit anyone not named in the Schedule.

**SCHEDULE**

Any person or organization for whom you are required by contract or agreement to obtain this waiver from us. Endorsement is not applicable in KY, NH, NJ or for any MO construction risk

Countersigned by _____
Authorized Representative

# Resolution 2024-XXX

**Adopted by the City of South Lake Tahoe**

**City Council**

**June 18, 2024**

## Authorizing Agreement with Black Eagle Consulting and Transferring Budget Salary Saving for Inspection Services for the 2024 Capital Improvement Projects

**BACKGROUND**

A. The City's Inspector/Resident Engineer resigned on May 3, 2024, and the Public Works Department does not have adequate staffing to manage both the design and construction inspections for the 2024 construction season.

B. After recognizing this need, the Public Works Department began soliciting proposals for inspection, additional materials testing, and constructability review services. Staff released a Request for Proposal Proposals (RFP) to the public on May 3, 2024.

C. The evaluation team, comprised of Public Works and Finance Department staff, ranked Black Eagle Consulting as the highest ranked firm to provide the required services.

D. The Public Works Department-approved annual budget includes cost savings that would cover the 2024 Inspection Services. Other services for materials testing and constructability reviews will be charged to each project and additional funding allocation is not required.

E. Inspection, Material testing, and constructability reviews are essential and necessary for proper construction of CIP projects.

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

1. Authorizes the transfer of $96,000 from the following Accounts to Account 100-03210-42025 (Contract Services):
    a. $12,600 from Account 245-03210-41015
    b. $84,400 from Account 100-03210-41015

2. Authorizes and directs the Mayor to execute an Agreement with Black Eagle Consulting for a not to exceed amount of $205,000.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024, 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**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**11

**Agenda Item:** Ordinance - Amendments to South Lake Tahoe City Code Chapter 4.150 (Refuse and Garbage) to Implement Residential 3-Cart System for Solid Waste, Recyclables, and Yard Trimmings (Second Reading)

**Executive Summary:** The proposed ordinance would amend City Code chapter 4.150 (Refuse and Garbage) to implement the residential 3-cart system for solid waste, recyclables, and organic waste, and to make other changes for consistency with the new Franchise Agreement with South Tahoe Refuse executed on August 22, 2023. It also makes other updates for consistency with state law and current practice. The proposed ordinance would be effective on September 15, 2024, consistent with the delivery of carts to residences. On June 4, 2024, City Council passed a motion to hold a first reading (by title only) and refer second reading and adoption to June 18, 2024.

**Requested Action / Suggested Motions:** Pass an Ordinance amending South Lake Tahoe City Code chapter 4.150 (Refuse and Garbage) to implement residential 3-cart system for solid waste, recyclables, and yard trimmings.

**Responsible Staff Member:** Heather Stroud, City Attorney

**Reviewed and Approved By:** Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance

**Attachments:**

01 - Staff Report - Amendments to Refuse and Trash Code for 3 Carts (2nd Reading).docx
02 - Ordinance - 3 Carts.docx
03 - Ordinance Redline.pdf

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

## Meeting Date: June 18, 2024

**Title: Ordinance – Amendments to South Lake Tahoe City Code Chapter 4.150 (Refuse and Garbage) to Implement Residential 3-Cart System for Solid Waste, Recyclables, and Yard Trimmings (Second Reading)**

**Location:** Citywide

**Responsible Staff Member:** Heather Stroud, City Attorney (530) 542-6046

**Background:**
The proposed ordinance would amend City Code chapter 4.150 (Refuse and Garbage) to implement the residential 3-cart system for solid waste, recyclables, and organic waste, and to make other changes for consistency with the new Franchise Agreement with South Tahoe Refuse executed on August 22, 2023. It also makes other updates for consistency with state law and current practice.

The 3-cart system is required by Senate Bill 1383 (SB 1383). In September 2016, Governor Brown signed into law SB 1383, which is intended to reduce organic waste disposal by 75 percent and increase edible food recover by 20 percent by 2025. SB 1383 requires all cities and counties statewide to implement a mandatory organic recycling ordinance by January 1, 2022. In November 2020, the California Department of Resources Recycling and Recovery (CalRecycle) adopted regulations to implement SB 1383. The state anticipates that these requirements will reduce at least 4 million metric tons of greenhouse gas emissions annually by 2030.

The Public Works Director presented a summary of SB 1383 requirements to City Council on June 1, 2021. The City Council adopted Ordinance No. 2021-1157 on November 2, 2021, to partially implement the state organic waste recycling requirements. However, moving to the required 3-cart system was not feasible before updating the Franchise Agreement with South Tahoe Refuse, which completed in August 2023. Under the Franchise Agreement, the carts for collection of solid waste, recycling, and yard trimmings will be delivered to residences by September 15, 2024.

On June 4, 2024, City Council passed a motion to hold a first reading (by title only) and refer second reading and adoption to June 18, 2024.

**Issue and Discussion:**
As of January 1, 2022, CalRecycle's regulations implementing SB 1383 required each jurisdiction to adopt a mandatory organic waste recycling ordinance. The proposed ordinance attached to this staff report is intended to complete the City's obligations to meet this requirement.

The ordinance:

- Requires residential customers (including single-family and multi-family up to four units) to use the three carts to be provided by South Tahoe Refuse for solid waste, recyclables, and yard trimmings, and to place the carts at the property line adjacent to the street no earlier than 6:00am on collection day with the following exceptions:
    - Allows residential customers to obtain an additional cart for solid waste for an additional charge.
    - Allows residential customers to share carts for recyclables and yard trimmings.
    - Allows residential customers with an existing bear box to continue to use their own container for solid waste within the bear box for collection.
- Allows multi-residential properties of five or more units to comply with either the residential requirements above or the commercial requirements.
    - Allows for application for a physical space waiver upon evidence that the premises lacks adequate space for the containers otherwise required.

Under the Franchise Agreement, South Tahoe Refuse is required to provide bear-resistant carts for residential solid waste.

**Financial Implications:**
Implementation costs of this ordinance within the City of South Lake Tahoe include the capital improvements South Tahoe Refuse is making such as semi-automated collection vehicles and purchasing the residential carts. An independent report by Crowe LLP to the Solid Waste Joint Powers Authority, dated Oct. 20, 2023, indicates that South Tahoe Refuse will need to raise its rates by 10.16 percent over the next two years (2025 and 2026) to cover the increased costs of organic waste collection. South Tahoe Refuse has proposed to spread out the costs over two years to mitigate the impact of the rate increase. A rate increase application will be considered by the Solid Waste Joint Powers Authority and City Council later this year.

**Environmental Considerations:**
The proposed ordinance is exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines sections 15061(b)(3) (common sense exemption that CEQA does not apply to projects where it can be seen with certainty that there is no possibility that the action may have a significant effect on the environment), 15307 (actions by regulatory agencies for protection of natural resources), and 15308 (actions by regulatory agencies for protection of the environment). The proposed ordinance would implement state law organic waste recycling requirements and reduce greenhouse gas emissions.

**Policy Implications:**
The proposed ordinance is consistent with the City's adopted Climate Action Plan, specifically Actions WA-2 (Promote reductions in organic waste and landfill diversion), and WA-3 (Implement waste and climate change education program). Additionally, the ordinance advances the City's Strategic Plan 2023-2028, specifically Goal 3.4 (Waste Management and Stewardship), Action 2 (Include "bear proof" trash containers in Franchise Agreement update with STR).

# Ordinance 2024-XXX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

# An Ordinance Amending Chapter 4.150 (Refuse and Garbage) of the South Lake Tahoe City Code to Implement Residential 3-Cart System for Solid Waste, Recyclables, and Yard Trimmings

## FINDINGS

A. Senate Bill 1383, the Short-Lived Climate Pollutant Reduction Act of 2016, required the California Department of Resources Recycling and Recovery (CalRecycle) to develop regulations to reduce organics in landfills as a source of methane. As adopted by CalRecycle, these SB 1383 regulations place requirements on multiple entities including cities, residential households, commercial businesses, commercial edible food generators, haulers, self-haulers, food recovery organizations, and food recovery services to support achievement of statewide organic waste disposal reduction targets. The SB 1383 regulations also required the implementation of a residential 3-cart system for collection of solid waste, recyclables, and organic waste.

B. The SB 1383 regulations required cities to adopt and enforce an ordinance or other enforceable mechanism to implement relevant provisions of the SB 1383 regulations by January 1, 2022.

C. On October 1, 2021, the City of South Lake Tahoe applied for a high-elevation waiver from some of the SB 1383 regulations including residential food waste collection, which CalRecycle granted because all of the land within the City is over 4,500 feet in elevation.

D. On November 2, 2021, the City Council adopted Ordinance No. 2021-1157, to partially implement the requirements of the SB 1383 regulations; however, moving to the required 3-cart system was not feasible before updating the Franchise Agreement with South Tahoe Refuse to account for the capital costs of moving to semi-automated collection trucks and purchasing the residential carts.

E. On August 22, 2023, the City Council passed Resolution No. 2023-076, approving an exclusive Franchise Agreement with South Tahoe Refuse for Solid Waste, Recycling, and Organics Services.

F. This Ordinance completes the City's implementation of the SB 1383 requirements applicable to the City of South Lake Tahoe, and also includes other clean-up amendments for consistency with state law and current practice.

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

SECTION 1. Chapter 4.150 (Refuse and Garbage) of the South Lake Tahoe City Code is hereby amended to read in its entirety as follows:

## Chapter 4.150

## SOLID WASTE, RECYCLING, AND ORGANIC MATERIALS

Sections:


Article I. In General

4.150.010 Definitions.
4.150.020 Purpose and intent of chapter.
4.150.025 Appeals.

Article II. Collection and Disposal Services

4.150.030 Provision for and supervision by city.
4.150.040 Persons authorized to collect, dispose of, and process discarded materials.

Article III. Collection and Disposal Requirements and Standards

**Division 1. Generally**

4.150.080 Vehicles used to transport discarded materials.
4.150.090 Collection and disposal – Duty of owner or occupant.
4.150.100 Collection and disposal – Contract for service.
4.150.110 Residential containers.
4.150.120 Multiresidential containers.
4.150.130 Commercial containers.
4.150.140 Determination of sufficient container size/collection frequency.
4.150.150 Mandatory collection for repeat offenders (commercial and residential).
4.150.160 Mandatory multiplier for repeat offenders.
4.150.170 Frequency of disposal.
4.150.180 Storage.
4.150.190 Bulky items.
4.150.200 Exception – Vacant establishments.
4.150.210 Placement of residential containers for collection purposes.
4.150.220 Placement of commercial containers for collection purposes.
4.150.230 Placement of multiresidential containers for collection purposes.
4.150.240 Removal of containers from public view.
4.150.250 Owner's responsibility for other refuse.
4.150.260 Standards and responsibilities regarding dumpsters.

**Division 2. Residential Units and Commercial Establishments**

4.150.270 Required use of authorized collection.

4.150.280 Access to receptacles for collection purposes.
4.150.300 Liability for payment of fees.
4.150.310 Billing and collection – Discounts – Penalty for delinquent payments.
4.150.320 Fee a civil debt.
4.150.330 Mandatory collection areas.
4.150.340 Liability for payment of fees – Mandatory collection.
4.150.350 Billing cycle and penalty for delinquent payments.
4.150.360 Discontinuation of service.
4.150.370 Lien for 180-day delinquencies.
4.150.390 Exemptions.

Article IV. Prohibited Acts and Enforcement

4.150.400 Collection or disposal by unauthorized persons.
4.150.410 Placement of discarded materials in receptacle or upon land of another.
4.150.420 Placement of containers on vacant lots.
4.150.430 Placement for collection of items other than discarded materials.
4.150.440 Littering public or private property.
4.150.450 Burning refuse.
4.150.460 Rendering of fat, distillation of bones, etc.
4.150.470 Bringing discarded materials into the city.
4.150.480 Storing of discarded materials inside buildings.
4.150.490 Connection of water or electrical services prior to issuance of permit.
4.150.500 Disclosure required upon sale of real property.
4.150.505 Compliance inspections.
4.150.510 Violations of chapter declared a nuisance.

Article V. Recycling Regulations

**Division 1. Generally**

4.150.520 Purpose and intent of article.
4.150.530 Collection of discarded materials by other than exclusive franchisee prohibited.
4.150.540 Removal of recyclable materials from existing state-authorized buyback centers prohibited.
4.150.610 Development of materials recovery facility prohibited.

**Division 2. Recycling Organic Waste**

4.150.620 Requirements for residential organic waste recycling.
4.150.630 Requirements for commercial organic waste recycling.
4.150.640 Requirements for food recovery organizations and services.

For state law authorizing city to enter into solid waste disposal contracts, see H. and S.C. § 4250. As to solid waste generally, see H. and S.C. §§ 4100 to 4520. As to depositing, throwing, etc., handbills on public property, see SLTCC 6.05.030. As to depositing or placing handbills in vehicles, see SLTCC 6.05.040. As to distributing, throwing, etc., on private property, see SLTCC 6.05.050. As to restrictions on outdoor fires, see SLTCC 5.05.010. As to required clearing of brush, vegetation, etc., around buildings and structures and along roadways, see SLTCC 5.05.020 to 5.05.040. As to abandoned, wrecked, dismantled or inoperative vehicles, see SLTCC 4.45.010 to 4.45.160.

## Article I. In General

### 4.150.010 Definitions.

For the purpose of this chapter, the following words and phrases shall have the meanings ascribed to them by this section, except where the context clearly indicates a different meaning, as follows:

“Bear box” means a metal container used at a residential property which is intended to store discarded materials until collection day, and which includes a locking mechanism to prevent bear access.

“Bin” means a container with a hinged and tight-fitting lid and wheels designed to be mechanically serviced by a commercial collection vehicle, and that is designed to hold from one to six cubic yards of material with the lid properly closed.

“Bulky items” means large items of solid waste such as appliances, furniture, auto parts, trees and other oversize waste.

“Cardboard” means a thin, stiff, pasteboard made of paper pulp, used for making cartons and signs.

“Carpet” means a thick, heavy covering for a floor, usually made of wool, or synthetic fiber.

“Cart” means a plastic container with a hinged and tight-fitting lid and wheels that is serviced by an automated or semi-automated collection vehicle, is provided by the city’s franchisee, and which has a capacity of at least 20 and not more than 95 gallons, and is used for collection of solid waste, recyclable materials, or organic materials from commercial or residential premises.

“Collection” means the complete operation of gathering together and transporting to the point of disposal or processing any solid waste, recyclable, bulky item, or organic waste materials.

“Collection fees” means the fees established as provided by law for the collection, disposal, and processing of discarded materials.

“Commercial container” means a container supplied by the franchisee to any person subscribing or receiving solid waste service and constructed of metal, plastic or other suitable material in such a fashion as to be watertight.

“Commercial premises” means that portion of any building or other premises which is not a residence, residential unit or housekeeping unit.

“Compactor” means any container which has a compaction mechanism, whether stationary or mobile.

“Container” means a city-approved receptacle for collection of solid waste, recyclable materials, or organic materials and includes bins, carts, compactors, open-top roll-off boxes, customer owned containers, and drop boxes.

“Construction and demolition debris (C&D)” means materials generated by or resulting from construction or demolition-related activities, including building, construction, deconstruction, demolition, excavation, grading, improvement, land clearing, reconstruction, remodeling, and renovation, such as discarded building materials, packaging, debris, and rubble resulting from construction, alteration, remodeling, repair, or demolition operations on an pavements, excavation projects, houses, commercial buildings, or other structures, excluding excluded waste. Construction and demolition debris includes rocks, soils, tree remains, and other yard trimmings which result from land clearing or land development operations in preparation for construction.

“Curbside” means as near but in no event more than five feet, from the property line that abuts a paved public street or in the event the property does not abut a paved public street, where the property abuts a public street, alley, right-of-way or easement and in the case of a commercial location in the service alley of a commercial or institutional entity.

“Customer owned container” means a 20-32 gallon plastic can owned by the owner or occupant and used for the collection of additional recyclable materials or organic materials or for collection of solid waste in a bear box.

“Discarded materials” means recyclable materials, organic materials, and solid waste placed by a customer in a container for the purposes of collection.

“Disposal” means the complete operation of disposing of solid waste.

“Drop box” means a container with a capacity of 10 to 40 cubic yards that is serviced by a roll-off collection vehicle.

“Edible food” means food intended for human consumption.

“Excluded waste” means hazardous substance, hazardous waste, infectious waste, designated waste, volatile, corrosive, biomedical, infectious, biohazardous, and toxic substances or material, waste that the city or franchisee reasonably believes would as a result of or upon disposal, be a violation of local, state, or federal law, regulation, or ordinance, including land use restrictions or conditions, waste that cannot be disposed of in class III landfills, waste that in the city or franchisee’s reasonable opinion would present a significant risk to human health or the environment, cause a nuisance or otherwise create or expose the city or franchisee to potential liability; but not including de minimis volumes or concentrations of waste of a type normally found in residential solid waste after implementation of programs for the safe collection, recycling, treatment, and disposal of batteries and paint in compliance with sections 41500 and 41082 of the California Public Resources Code, as may be amended from time to time. Excluded waste does not include used motor oil and filters, or household batteries when properly placed for collection.

“Food recovery organization” means an entity that engages in the collection or receipt of edible food from commercial edible food generators and distributes that edible food to the public for human consumption either directly or through other entities, including food banks, nonprofit charitable organizations, and nonprofit charitable temporary food facilities, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

“Food recovery service” means a person or entity that collects and transports edible food from a commercial edible food generator to a food recovery organization or other entities for human consumption, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

“Food waste” means food scraps, including fruits, vegetables, meat, poultry, seafood, shellfish, bones, rice, beans, pasta, bread, cheese, and eggshells.

“Franchisee” means any person that has entered into a franchise agreement with the city to collect, remove, transport, process or dispose of solid waste or recyclables or compostables, or to operate any solid waste facility.

“Household hazardous waste (HHW)” means any substance or mixture that, if improperly handled, may be damaging to human health and well-being or a threat to the environment. HHW includes but is not limited to flammables, combustibles, poisons, toxics, oxidizers, corrosives, compressed gas, oil,

antifreeze, explosives and radioactive materials as well as any other hazardous waste as defined in Health and Safety Code Section 25117 and the Hazardous Waste Management Reform Act of 1995.

“Litter” is any quantity of improperly discarded solid waste, including but not limited to discarded furniture and appliances, overflowing residential and commercial trash cans, pieces of lumber and scrap metal left at a construction site, uncontainerized paper such as fast food packages, candy wrappers, cigarette butts, and/or plastic, glass, trash, debris, rubbish, refuse, garbage or junk parts and scrap materials.

“Littering” is the improper discarding, dropping or scattering of small quantities of waste matter ordinarily carried on or about the person, including but not limited to beverage containers and enclosures, packaging, wrappers, wastepaper, newspapers and magazines, in any place other than a place or container maintained for the lawful disposal thereof, including waste matter which escapes or is allowed to escape from a vehicle, container, receptacle or package.

“Medical waste” means that waste which is generated or produced, as a result of the diagnosis, treatment, or immunization of human beings or animals, in research pertaining thereto, or in the production of testing of biological products, including but not limited to the accumulation of property containing home-generated sharps waste.

“Multiresidential” means two or more residential units located in a single building or a unified group of buildings, and shall include, but not be limited to, two or more units located in a planned unit development, an apartment complex or a mobile home park.

“Nuisance” means the existence or accumulation, without the authority of the city of South Lake Tahoe, of litter, trash, manure, rubbish, scrap materials, junk parts, garbage, or refuse of any kind upon private or public property; provided, however, that said refuse is visible to the occupants of an adjacent or nearby parcel or real property, or to the users of any right-of-way.

“Organic waste” means waste containing material originating from living organisms and their metabolic waste products, including food, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges, as defined in Section 18982(a)(46) of Title 14 of the California Code of Regulations, as may be amended from time to time.

“Owner” shall conclusively be deemed to be the person to whom the taxes on the property assessed as shown on the last equalized assessment roll of the county or, alternatively, from such other records of the county assessor or tax collector as contain more recent information.

“Recyclables” or “recyclable material” means materials which are reused or processed or are in the future reused or processed into a form suitable for reuse through reprocessing or remanufacture, consistent with the requirements of the California Integrated Waste Management Act. The term “recyclable material” includes paper newsprint, printed matter, pasteboard, paper containers, cardboard, glass, aluminum, PET, HDPE, and other plastics, beverage containers, transformable and compostable materials, used motor oil, automotive batteries, antifreeze, latex paint, brick and stone in reusable size and condition, and such other material designated by the city council, or designated as recyclables by the California Integrated Waste Management Board, or other agency with jurisdiction.

“Recycle” or “recycling” means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become solid waste, and returning them to the economic mainstream in the form of raw material for new, reused or reconstituted products which meet the quality standards necessary to be used in the marketplace.

“Repeat offender” means a second offense violation of this chapter occurring within one year at the same site.

“Residential unit” means a room or combination of rooms in a single building designed for human living, sleeping, eating and sanitary uses by a single family and their servants and nonpaying guests, and having cooking facilities. There may be more than one residential use in a single building. A mother-in-law unit is considered an additional residential unit.

“Rubbish” means all nonputrescible waste matter, whether combustible or noncombustible, except hazardous waste and medical waste.

“Sharps waste” means any device having acute rigid corners, edges, or protuberances capable of cutting or piercing, including, but not limited to, hypodermic needles, hypodermic needles with syringes, blades, needles with attached tubing, syringes contaminated with biohazard waste, acupuncture needles, and root canal files. Broken glass items, such as Pasteur pipettes and blood vials contaminated with biohazard waste or any item capable of cutting or piercing that is contaminated with trauma scene waste.

“Single-family unit” means a dwelling which receives individual solid waste and/or curbside recycling service.

“Solid waste” means solid waste as defined in California Public Resources Code, Division 30, Part 1, Chapter 2, Section 40191 and implementing regulations. Excluded from the definition of solid waste are excluded waste, C&D, source-separated recyclable materials, edible food if it is recovered and not discarded, source-separated organic materials, and radioactive waste. Notwithstanding any provision to the contrary, solid waste may include de minimis volumes or concentrations of waste of a type and amount normally found in residential solid waste after implementation of programs for the safe collection, recycling, treatment, and disposal of household hazardous waste in compliance with Sections 41500 and 41802 of the California Public Resources Code as may be amended from time to time. Solid waste includes salvageable materials only when such materials are included for collection in a solid waste collection container not source-separated from solid waste at the site of generation.

“Source-separated recyclables” means nonputrescible material, including paper, books, magazines, cardboard, box board, plastic, metal, glass, and other similar materials authorized by the city for collection by the franchisee that is separated by the generator from other waste material for the purpose of reuse or recycling, by placing the recyclables in separate containers, or by binding them separately; the recyclable material is returned to the economic mainstream in the form of raw material for new, reused or reconstituted products which meet the quality standards necessary to be used in the marketplace.

“Special wastes” means any designated wastes, as defined in 23 California Code of Regulations, Section 2522, and special handling waste generated by industrial facilities or processes, but shall not include “hazardous waste” as defined herein. Special wastes shall include asbestos, sewage sludge, water treatment sludge, drilling mud, grease waste, contaminated soils, shredder waste, agricultural waste, filter cake/dewatered sludge, spent catalyst fines, refinery ash and byproducts; except where any such wastes are deemed to be hazardous waste.

“Tier one commercial edible food generator” means a supermarket with gross annual sales of $2,000,000 or more, grocery store with a total facility size equal or greater to 10,000 square feet, food service provider, food distributor, or wholesale food vendor, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

“Tier two commercial edible food generator” means a restaurant with 250 or more seats or a total facility size equal or greater than 5,000 square feet, hotel with an on-site food facility and 200 or more rooms, health facility with an on-site food facility and 100 or more beds, large venue, large event, state agency with a cafeteria with 250 or more seats or total facility size equal to or greater than 5,000 square feet, and local education agency with an on-site food facility, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

“Transfer station” means those facilities, franchised by the city of South Lake Tahoe pursuant to this chapter, utilized to receive solid waste or recyclable material, temporarily store, separate, convert, or otherwise process the materials in solid wastes or to transfer the solid wastes directly from smaller to larger vehicles for transport.

“Yard trimmings” means a type of organic waste including green trimmings, grass, weeds, leaves, prunings, branches, dead plants, brush, tree trimmings, dead trees, small pieces of unpainted and untreated wood, and other types of organic waste resulting from normal yard and landscaping maintenance.

**4.150.020 Purpose and intent of chapter.**

The city council, after several public discussions and hearings, makes the following findings of fact, thereby declaring its purpose:

A. A substantial portion of the homes, apartments and other residential units within the city are owned by nonresidents.

B. A substantial portion of the residential units are occupied for short periods by persons on vacations.

C. The owners or occupiers of many residential units have not made arrangements for the collection of discarded materials.

D. Discarded material from such residential units either:

1. Accumulates at such premises;

2. Is deposited in the streets or upon private or public property within the city; or

3. Is disposed of by depositing it in containers of other persons within the city. Any of such methods of disposal creates and constitutes a nuisance.

E. Many residents of the city who do not arrange for collection of discarded materials often allow discarded materials to accumulate for long periods of time and thereby create a nuisance.

F. The public health, safety and welfare of the citizens of and visitors to the city require that the accumulation, collection, removal and disposal of discarded materials from residential units within the city must be handled in a manner for the greatest good and least possible inconvenience, cost and maintenance to the city and the citizens thereof.

G. The periodic collection, removal and disposal of discarded materials from all residential units within the city benefits all owners, occupants or persons in possession, charge or control of all such units where such accumulates and requires removal therefrom on a regular periodic basis; and that all such owners, occupants or persons in possession, charge or control of all such units within the city should be made liable for the payment of the fees for such collection, removal and disposal irrespective of the actual use of the discarded materials collection services provided by the city.

H. Multiresidential units and commercial businesses within the city, including motels and hotels, need to provide adequate removal of discarded materials so as to fully comply with health codes and other governmental regulations.

**4.150.025 Appeals.**
An appeal from any determination made pursuant to the provisions of this chapter may be appealed pursuant to Chapter 2.35 SLTCC.

## Article II. Collection and Disposal Services

**4.150.030 Provision for and supervision by city.**
The city shall provide for the collection and disposal or processing of discarded materials from all premises required to be served within the city. Such provision may be made either by letting a contract for such collection and removal or otherwise. The city or, if collection and removal services are contracted for, the franchisee, shall have charge and supervision of such collection and removal and shall prescribe and establish routes and days for collection of discarded materials from the various parts of the city so as to conform to the provisions of this chapter and may change the same from time to time. When such routes or days of collection are established or changed, not less than 10 days prior to the effect of such change, notice thereof shall be given to all parties concerned.

**4.150.040 Persons authorized to collect, dispose of, and process discarded materials.**
The city and its duly authorized agents, servants and employees of any franchisee with whom the city may at any time enter into a contract therefor, and the agents, servants and employees of franchisee, while any such contract shall be in force, shall have the exclusive right and obligation to collect and dispose of or process discarded materials from all premises in the city.

This chapter shall not prohibit anyone licensed to do business in the city of South Lake Tahoe, during the course of performing the contracted duties, from collecting and disposing of C&D from a job upon which they are working in compliance with all applicable laws, ordinances and regulations then in effect. Individuals may not enter into a contract with anyone other than the city's duly authorized agents for the collection, disposal, and/or processing of discarded materials from premises within the city. This does not preclude individuals or businesses from legally disposing of discarded materials from their own properties or properties which they manage pursuant to contract.

## Article III. Collection and Disposal Requirements and Standards

### Division 1. Generally

**4.150.080 Vehicles used to transport discarded materials.**
A. Every vehicle used for the collection, removal or transportation of discarded materials and C&D shall be so designed and equipped as to prevent the escape or loss of any refuse, rubbish and debris while being transported. Whenever discarded materials or C&D is transported in an unenclosed vehicle, the container shall be so designed and equipped as to prevent the escape or loss of any such discarded materials or C&D while being so transported. Loads of tree trimmings, bushes or shrubs may be transported in open-bodied vehicles provided the material be securely tied in place to prevent scattering along the streets and alleys. Tree limbs shall be confined within the limits of the vehicle bed and shall not extend over the sides or extend beyond the tailgate of the vehicle.

B. It shall be unlawful for any person authorized to collect discarded materials or C&D to maintain any collecting vehicle in an unclean, filthy or leaky condition or to keep such vehicle standing in any street

or alley of the city longer than necessary for the actual work of collection or to conduct collection or removal in any but a sanitary manner and by sanitary methods.

**4.150.090 Collection and disposal – Duty of owner or occupant.**
Each person owning improved premises in the city, and each person occupying or having charge or control of improved premises in the city shall, in accordance with the terms of this chapter and all applicable state and federal regulations, make available for collection and disposal, or if a nonresidential commercial business provide legal access to collection and disposal of all discarded material which has accumulated on such premises, on the appointed day and at the appointed time, except where weather conditions prevent such collection and disposal.

**4.150.100 Collection and disposal – Contract for service.**
For services outside the provisions of this chapter, individuals or businesses may contract with the city or the city's franchisee; provided, such services shall be offered and accepted according to the rate schedule applicable thereto.

**4.150.110 Residential containers.**
Each person owning a residential unit up to and including a fourplex, and each person occupying or having charge or control of such premises, shall have the obligation to contract for collection service for each and every unit of property and provide for collection and disposal of all discarded materials originating upon such premises in three carts for each residential unit to include one cart each for solid waste, source-separated recyclables, and yard trimmings. Owners or occupants may request an additional cart for solid waste for an additional charge. Residential units may share carts for recyclables and yard trimmings so long as both residential units have solid waste carts. Residential units that have bear boxes existing as of August 22, 2023, may elect to continue to use a customer owned container to be serviced from the bear box instead of a cart for solid waste.

Each owner shall place and/or direct its tenants to place source-separated recyclable materials in the applicable container; place yard trimmings in the applicable container; and place solid waste in the applicable container; and shall not place prohibited container contaminants in containers and not place materials designated for the yard trimmings or recyclable materials containers in the solid waste containers.

Bulky items shall be collected at additional charge to the customer. Bulky items must remain out of sight from the general public view, and shall only be placed at curbside on the arranged day of collection at the property line adjacent to a public street no earlier than 6:00 p.m. of the day prior to the day designated for collection, and shall be removed from public view by 6:00 p.m. on the day designated for collection, unless containers are housed in approved shelters. In the event a bulky item is placed in view of the general public without scheduled collection, the city manager or the county health officer shall order the franchisee to collect said item at the property owner's expense.

Customers may exercise the option to deliver such bulky items directly to the transfer station at transfer station rates, or otherwise properly dispose of such bulky items.

**4.150.120 Multiresidential containers.**
Each person owning, or having charge or control of, a multiresidential property of five units or greater shall place for collection and disposal all discarded materials originating on such premises in a suitable container or containers, and may elect to be serviced either with residential containers as described in SLTCC 4.150.110 or commercial containers as described in SLTCC 150.130.

Bulky items shall be collected at an additional charge to the customer. Bulky items must remain out of sight from the general public view, and shall only be placed at curbside at the property line adjacent

to a public street no earlier than 6:00 p.m. of the day prior to the day designated for collection, and shall be removed from public view by 6:00 p.m. on the day designated for collection, unless containers are housed in approved shelters on the arranged day of collection. In the event a bulky item is placed in view of the general public without scheduled collection, the city manager or the county health officer shall order the franchisee to collect said item at the property owner's expense. Customers may exercise the option to deliver such bulky items directly to the transfer station at transfer station rates, or otherwise properly dispose of such bulky items.

**4.150.130 Commercial containers.**

Each person owning, or having charge or control of, a commercial premises shall place for collection and disposal all discarded materials originating on such premises in a suitable container or containers consisting of either carts for solid waste and recyclables and a bin for organic waste, or one or more compactors sufficient to accommodate the type and amount of discarded materials generated at such commercial establishment. Lids must remain closed at all times, except when discarded materials are being added or removed from the container. Size of container and frequency of collection shall be determined by the type and amount of discarded materials generated, so that collection occurs as often as good sanitary practice and applicable state and federal law require.

Frequency of collection shall be at least once per week for commercial establishments generating food waste. Collection for commercial establishments not generating food waste shall be either regularly scheduled or on an as-needed basis, unless as-needed collection is determined by the city manager or the county health officer to constitute a health hazard. Contents of the container shall not extend above the rim of the container.

Bulky items shall be collected at an additional charge to the customer. Bulky items must remain out of sight from the general public view, and shall only be placed at curbside at the property line adjacent to public street no earlier than 6:00 p.m. of the day prior to the day designated for collection, and shall be removed from public view by 6:00 p.m. on the day designated for collection, unless containers are housed in approved shelters on the arranged day of collection. In the event a bulky item is placed in view of the general public without scheduled collection, the city manager or the county health officer shall order the franchisee to collect said item at the property owner's expense.

Customers may exercise the option to deliver bulky items directly to the transfer station for transfer station rates, or properly dispose of such bulky items.

**4.150.140 Determination of sufficient container size/collection frequency.**

In the event a multiresidential or commercial property is determined to constitute a nuisance because of blowing debris originating from the container, or the container is determined to be insufficient to contain discarded materials generated, or is determined to be a hazard to the public health or is otherwise in violation of health codes, the city manager or the county health officer may order a change in the size of container, and/or increase the frequency of collection, as well as any other alternatives set forth in SLTCC 4.150.150(A) through (I), at the expense of the person owning or having charge or control of said property.

**4.150.150 Mandatory collection for repeat offenders (commercial and residential).**

No person owning or possessing any multiresidential dwelling or owning or possessing any single-family dwelling, or industrial, commercial or business premises or structure, shall allow or permit any excess discarded materials, rubbish, or waste to collect and accumulate upon or in the premises or structure in a manner that creates a nuisance.

During intervals between collection or disposal, the storage, accumulation, collection, keeping, handling or maintaining of discarded materials on premises where produced shall be performed in

such a manner as to prevent the harboring and breeding of rodents, insects and other vermin and to take adequate precautions to prevent ready access to the waste by animals; as to prevent objectionable odors in the ambient air; as not to constitute a fire hazard; and as not to result in such unsightliness as to result in the depreciation of value of adjacent property or the comfortable enjoyment of life thereon.

If the city manager finds and determines that during the intervals between collection or disposal, accumulation of discarded materials results in a nuisance and thus is contrary to the public health and welfare of the city, and/or the property owner has failed to adequately provide for appropriate collection and/or storage pursuant to this chapter, mandatory commercial or increased residential collection service shall be imposed for minimum of one year. Further, the city manager may impose one or more of the following corrective enforcement actions for a minimum of one year:

A. Increasing the size of the container;

B. Increasing the frequency of collection service;

C. Ordering the removal of trailers, pickup trucks, dump trucks and storage containers under the nuisance abatement procedure pursuant to Chapter 4.40 SLTCC;

D. Mandating safety-approved dumpsters with tight-fitting lids;

E. Mandating dumpster “skirting” for containers;

F. Mandating relocation of dumpster;

G. Mandating “controlled access” lids to prevent animal disturbances;

H. Mandating bear-proof containers for repeat violators of single-family residences and multiresidential properties not using safety-approved dumpsters; and/or

I. Any other enforcement action deemed reasonable and appropriate by the city manager.

**4.150.160 Mandatory multiplier for repeat offenders.**
The collection of discarded materials from all hotels, hotel/resorts, motels, motels converted to residential units, inns, time-share condominiums and motor inns may be based upon a motel multiplier of 0.10 cubic yards, per motel unit, per week to determine a minimum level of collection service.

The collection of discarded materials from all multiresidential units may be based upon a multiresidential multiplier of 0.40 cubic yards, per residential unit, per week to determine a minimum level of collection service.

Nothing in this section is intended to prevent any arrangement, or the continuance of an existing arrangement, under which payments to the franchisee for collection service are made by a tenant or tenants, or any agent, on behalf of the owner. However, any such arrangement will not affect the owner’s obligation as provided herein.

**4.150.170 Frequency of disposal.**
Collection of solid waste shall be made at least once a week from single-family residences and multiresidential units, or as many times per week as the city manager may order.

No more than one week’s accumulation of solid waste or food waste shall be kept or permitted to remain upon any commercial premises in the city.

At the minimum, there shall be at least one collection per week from restaurants; cafes; diners; hamburger stands; coffee shops; coffee houses; fast food places; grocery stores; vegetable, meat, poultry or fish markets, or fresh drink stands; and any other commercial establishment generating food waste.

**4.150.180 Storage.**
No person shall store discarded materials in trucks, trailers, vans, delivery wagons, pickup trucks, truck trailers or dump trucks, or any other unapproved storage containers for more than 48 hours.

**4.150.190 Bulky items.**
All bulky items (nonhazardous) left at curbside will be picked up by the franchisee during regularly scheduled route days and the account holder will be billed accordingly.

**4.150.200 Exception – Vacant establishments.**
The owner or person in possession, charge or control of any commercial establishment shall not be required to subscribe to services provided by a franchisee during such periods as the establishment is vacant and not generating or accumulating discarded materials. Nor shall commercial establishments in residential units with a business license be subject to additional mandatory commercial collection.

**4.150.210 Placement of residential containers for collection purposes.**
Suitable containers for residential service, up to and including a fourplex, shall be placed in such a manner as not to be readily visible from public streets; provided, that during the time fixed for collection from the premises, containers shall be placed for collection as follows:

A. Carts and customer owned containers shall be placed at the property line adjacent to a public street no earlier than 6:00 a.m. on the day designated for collection, and shall be removed from public view by 6:00 p.m. on the day designated for collection, except for approved customer owned containers which may remain in a bear box for solid waste collection. During snow removal conditions, franchisee is only required to service bear boxes where a direct path of access at least 36 inches wide has been cleared of snow from the public street to the bear box.B. During snow removal conditions, franchisee shall return of containers to a location 10 feet outside of the right-of-way to avoid interference with or damage from city snow removal operations, so long as a path of access at least 36 inches wide has been cleared of snow from the public street to a point 10 feet outside of the right-of-way.

C. During snow removal conditions, customers shall provide a clear path for the return of containers to a point 10 feet outside of the right-of way.

D. Shelter or housing for containers shall not be constructed or installed until approved by the city planning division.

**4.150.220 Placement of commercial containers for collection purposes.**
Suitable containers for commercial service, other than safety-approved dumpsters, shall be placed in such a manner as not to be readily visible from public streets; provided, that during the time fixed for collection from the premises, containers are placed for collection in such a manner as previously approved by franchisee.

Commercial containers shall be placed at the property line adjacent to a public street no earlier than 6:00 p.m. of the day prior to the day designated for collection, and shall be removed from public view by 6:00 p.m. on the day designated for collection, unless containers are housed in approved shelters. Franchisee personnel shall be responsible for the return of containers to the front property line.

During  snow removal conditions, customer shall provide and maintain a clear path for the retrieval and return of containers to a point 10 feet outside of the right-of-way. Shelter or housing for commercial dumpsters shall not be constructed or installed until approved by the city planning division.

Containers which have become so damaged as to be no longer suitable for use, which no longer have tight-fitting lids, and are so designated by franchisee, the city manager, or the county health officer shall be replaced by the resident and/or business owner with a suitable container.

**4.150.230 Placement of multiresidential containers for collection purposes.**
Multiresidential premises of five units or greater shall comply with either SLTCC 4.150.210 or 4.150.220, depending on whether the owner has elected to use residential containers or commercial containers.

**4.150.240 Removal of containers from public view.**
All residential, including multiresidential, and commercial containers, other than safety-approved dumpsters, shall be removed from public view not later than 6:00 p.m. on the appointed day of collection; provided, however, that containers within shelters or housing approved in accordance with SLTCC 4.150.210(D) shall be within such shelters or housing not later than 6:00 p.m. on the appointed day of collection.

**4.150.250 Owner's responsibility for other refuse.**
The collection and disposal of any refuse which is excepted from collection and disposal by franchisee shall be the sole responsibility of the owner upon whose property such refuse originates. The owner will not leave such refuse at the front property line or in such a manner as to be readily visible from the public street.

**4.150.260 Standards and responsibilities regarding dumpsters.**
A. Standards. The American National Standard Safety Requirements for the Stability of Refuse Bins (hereinafter known as Standards) is hereby adopted and incorporated in the South Lake Tahoe city code by reference. A full and complete copy of the requirements is on file in the South Lake Tahoe city clerk's office and in the business office of South Tahoe Refuse Company located at 2140 Ruth Avenue, South Lake Tahoe, CA.

B. Responsibilities. The following responsibilities shall apply:

1. Manufacturer Responsibility. It shall be the responsibility of the manufacturer of refuse bins to design and construct newly manufactured refuse bins in conformance with Sections 3 and 5 of the Standards.

Newly manufactured refuse bins shall have a permanent identification of the name of the manufacturer and either the date of manufacture or a code traceable to the date of manufacture.

A statement attesting to compliance with this standard shall also be provided on the permanent identification.

The manufacturer of refuse bins shall inform purchasers of the refuse bins of the applicable requirements of this standard.

2. Retrofitter Responsibility. It shall be the responsibility of persons who retrofit or modify refuse bins to modify or reconstruct in-service bins in conformance with Sections 3 and 5 of the Standards.

3. Owner Responsibility. It shall be the responsibility of the owner of refuse bins to ensure that refuse bins are modified or retrofitted to meet the requirements of the Standards.

It shall be the responsibility of the owner of refuse bins to ensure that the only refuse bins that are in conformance with Sections 3 and 5 of the Standards are used.

The owner of refuse bins shall inform the customer of necessary safety precautions and requirements associated with the use of the bins including, but not limited to, the requirements specified in subsections (B)(3)(a) through (d) of this section:

a. Refuse bins shall be placed on a hard, level, weather-resistant surface.

b. Refuse bins shall be loaded uniformly, with no refuse extending beyond the internal volume of the bin.

c. All safety features for stability shall be used, such as fasteners (where required) to secure the refuse bin to a stationary object.

d. The customer shall inform the owner of the refuse bins of any damage, defect or malfunction of the refuse bin.

The owners shall train their employees in the use, handling and placement of refuse bins so as to be in conformance with the requirements of these Standards.

4. Franchisee Responsibility. The franchisee shall train its employees in the use, handling and placement of refuse bins so as to be in conformance with the requirements of these Standards. The franchisee shall inform the owner of the refuse bins of any damage, defect or malfunction of the refuse bin.

5. Franchisee Employee Responsibility. The employee of the franchisee shall return the refuse bins to their original location after unloading. If the location of the refuse bins is not a hard, level, weather-resistant surface, the employee of the franchisee shall notify the customer and the owner.

6. Customer Responsibility. The customer shall be responsible for ensuring that a hard, level, weather-resistant surface is provided for the placement of refuse bins.

The customer shall ensure that refuse bins used are placed on the customer’s premises in conformance with the applicable requirements of the Standards.

## Division 2. Residential Units and Commercial Establishments

### 4.150.270 Required use of authorized collection.

Each person owning one or more improved residential units or commercial premises in the city, and each person occupying or having charge or control of improved residential or commercial premises in the city, shall make available for collection, not less than once each week on the appointed day and at the appointed time, all discarded material which has accumulated on such premises. Each person who is an owner, occupant or person in possession, charge or control of a parcel of property upon which there exists a residential unit or commercial enterprise shall subscribe to and use, and shall dispose of all discarded material through, the regular collection and disposal service of the city or its authorized franchisee.

**4.150.280 Access to receptacles for collection purposes.**
Each person required by the provisions of this chapter to accept mandatory collection and disposal services shall provide reasonable access to containers on the appointed day of collection. Periods of inclement weather shall not excuse any such person from affording such reasonable access to containers.

**4.150.300 Liability for payment of fees.**
Each owner, occupant or person in possession, charge or control of a parcel of property upon which there exists a residential unit or commercial enterprise within the city is hereby made liable for the payment of the collection fees levied against such premises for required collection services, irrespective of the actual use of the collection services provided by the city or its authorized franchisee. Services made available to those premises required to receive such services shall be considered as services utilized. It shall be the duty of the owner of such premises to provide for payment of the collection fees. It shall be the duty of the franchisee to bill separately each residential unit.

Nothing in this section shall prevent an arrangement for the continuance of an existing arrangement under which payments of collection fees are made by a tenant or tenants or any agent on behalf of the owner. Any such arrangement will not affect the owner's obligation to the city or its authorized franchisee.

**4.150.310 Billing and collection – Discounts – Penalty for delinquent payments.**
Collection fees shall be billed and paid in advance on a monthly, bi-monthly, or quarterly basis. Payment shall be due upon, and shall become delinquent after, the fifteenth day following the date of billing. Notwithstanding the above, each person who receives a bill for quarterly service shall have the option of paying for service through the end of the year billed.

A finance charge of one and one-half percent of the amount of the fee shall be added at the end of each month following the delinquency date.

**4.150.320 Fee a civil debt.**
The collection fee shall be a civil debt owed by the owner, occupant or person in possession, charge or control of the real property and/or structures of a residential unit or commercial enterprise. In the event that any civil action to enforce the collection of the collection fee is brought in any court, the prevailing party shall be entitled to reasonable attorney's fees to be determined by the court. The prevailing party shall be the party in whose favor final judgment is entered.

**4.150.330 Mandatory collection areas.**
A mandatory collection area is established and shall consist of the current incorporated city limits of the city of South Lake Tahoe within the Lake Tahoe basin, county of El Dorado, state of California.

**4.150.340 Liability for payment of fees – Mandatory collection.**
Each owner, occupant or person in possession, charge or control of any collection premises located in a mandatory collection area is hereby made liable jointly and severally for the payments of the solid waste collection, processing and disposal fees levied against such premises for required solid waste collection, processing and disposal services, irrespective of the actual use of the service provided by the district or grantee. Services made available to those premises required to receive service shall be considered as services utilized. It shall be the duty of the owner of such premises to provide for the payment of the services.

**4.150.350 Billing cycle and penalty for delinquent payments.**
Solid waste collection fees may be billed and paid in advance on a monthly, bi-monthly, or quarterly basis. Payment shall be due upon, and shall become delinquent 15 days after, the date of any billing. A finance charge and late payment penalty as permitted by law shall be added at the end of each month following the delinquency date.

**4.150.360 Discontinuation of service.**
The city may direct the franchisee to discontinue service for any customer whose account remains unpaid for 60 days after the date of billing as long as the customer has received a notice on a form approved by the city manager or his/her designee stating that service will be discontinued 15 days from the date of the notice if payment is not made by that time. Upon payment of the delinquent fees, collection shall resume on the next regularly scheduled collection day. Fees shall continue to be assessed and billed notwithstanding that service has been discontinued and notice of same shall be included in the form sent to the customer.

**4.150.370 Lien for 180-day delinquencies.**
Mandatory collection fees authorized pursuant to these articles, which remain unpaid for a period of 180 days or more, after the date upon which they were billed, may be collected thereafter by the franchisee as provided herein.

A. Once a year the franchisee shall cause to be prepared a report of delinquent fees. The city planning commission shall fix a time, date and place for a public hearing for the report and any objections or protests thereto.

B. The commission shall cause notice of the hearing to be mailed, by certified mail, return receipt requested to the landowners listed on the report as well as publication of notice of the hearing in a newspaper of general circulation as well as posted pursuant to law not less than 30 days prior to the date of the hearing.

C. At the hearing, the commission shall hear any objections or protests of landowners liable for delinquent fees. The commission may make such revisions or corrections to the report as is deemed just and thereafter the report shall be forwarded to the city council for confirmation. Notice of the hearing to confirm the report shall be mailed to the landowners listed on the report.

D. The delinquent fees set forth in the report as confirmed shall constitute a special assessment against the respective parcels of land and are a lien of the property for such delinquent fees. A certified copy of the confirmed report shall be filed with the county auditor and/or county recorder’s office on or before August 10th, for the amounts of the respective assessments against the respective parcels of land as they appear on the current assessment roll. The lien created attaches upon recordation of the office of the county recorder of the county in which the property is situated with a certified copy of the resolution of confirmation. The assessment may be collected at the same time and in the same manner as ordinary county ad valorem property taxes. All laws applicable to the levy, collection and enforcement of ad valorem property taxes shall be applicable to such lien, except that if the real property to which such lien would attach has been transferred or conveyed to a bona fide purchaser for value, or if a lien of a bona fide purchaser for value has been created and attaches thereon, prior to the date on which the first installment of such taxes should become delinquent, then the lien which would otherwise be imposed by this section shall not attach to such real property and the delinquency fees, as confirmed relating to such property, shall be transferred to the unsecured roll for collection or a private collection agency.

**4.150.390 Exemptions.**

A. The provisions of this article shall not apply to any of residential units or commercial enterprises which are not connected to water and electric power and where water or electric power cannot be provided to such premises without action by a public utility or mutual water company; provided, that such exemption shall terminate upon reconnection of water and electric power.

B. Provisions of this article shall not apply to any commercial enterprise which fully suspends its operation due to the seasonal nature of its particular business.

C. Provisions of this article shall not apply to any home business which operates fully out of a residential property, complies with business license requirements and does not exceed residential discarded material limitations.

D. Exemption from the mandatory collection may be granted to nonresidential and non-food-producing businesses which submit a waste management plan to the city analyzing the business waste stream, and documenting: (1) the ability to recycle or reuse more than 50 percent of that waste stream; (2) the ability to source separate organic waste from other waste and either recycle its organic waste on site or self-haul its own organic waste for recycling. Any business that received an exemption from mandatory collection under this subsection (D) prior to January 1, 2022, and desires to maintain its exemption from mandatory collection shall submit a new request to the city containing the information required by this subsection prior to January 31, 2022.

Any person claiming an exemption pursuant to subsection (A) or (B) of this section shall file a statement under oath or under penalty of perjury with the city removal franchisee stating the facts upon which exemption is claimed and, in the absence of such statement substantiating the claim, such person shall be liable for the payment of the collection fees required by this article.

The removal franchisee, after giving notice of not less than 10 days and a reasonable opportunity for hearing to any person claiming an exemption pursuant to this section, may revoke any exemption granted upon information that the person is not entitled to the exemption as provided herein.

## Article IV. Prohibited Acts and Enforcement

**4.150.400 Collection or disposal by unauthorized persons.**

No person, other than those persons permitted by the terms of this chapter, shall collect, dispose of, or process discarded materials, for commercial gain, in, along or over any public street, alley or highway in the city. No two or more owners of separate properties shall organize to jointly or collectively remove discarded materials from their respective properties.

**4.150.410 Placement of discarded materials in receptacle or upon land of another.**

No person shall place discarded materials upon the land of another, or in the container of another, or upon premises other than those from which the discarded materials originated, for the purpose of making such discarded materials available for collection and disposal. This section shall not prohibit the deposit of discarded materials at a duly permitted transfer station.

**4.150.420 Placement of containers on vacant lots.**

No person shall place a container, including dumpsters, upon a vacant lot or any site from which the discarded material was not originally generated. This includes property owned, leased, or rented by the person generating the discarded material.

**4.150.430 Placement for collection of items other than discarded materials.**
No person shall place for collection and disposal, or place in public view, any item other than discarded materials or bulky items.

Neither the city, nor its authorized franchisee, shall collect or dispose of any item other than discarded materials or bulky items; provided, that this section shall not prohibit the deposit and disposal of any item at a duly permitted transfer station.

**4.150.440 Littering public or private property.**
No person shall throw, place, scatter, dump or otherwise deposit any refuse or other waste in or upon the private property of another. No person shall throw, place, scatter, dump or otherwise deposit any refuse or other waste in or upon any public property.

**4.150.450 Burning refuse.**
No person shall burn refuse within the city unless such act complies with all applicable laws of each and every jurisdictional agency.

**4.150.460 Rendering of fat, distillation of bones, etc.**
No person shall render any meat, grease, fat, offal, bones, animals, animal parts, animal substances, garbage, fish or parts of fish, or distill bones or reduce refuse, offal or dead animals or operate or conduct any plant or establishment for the distillation of bones, or the rendering of fat, or further reduction of refuse, offal or dead animals.

**4.150.470 Bringing discarded materials into the city.**
No person shall bring into or cause to be brought into the city any discarded materials or receive or possess any discarded materials brought into the city from beyond the city limits; provided, that the provisions of this section shall not apply to discarded materials being transported directly to, and received at, a duly permitted transfer station.

**4.150.480 Storing of discarded materials inside buildings.**
No person shall keep or maintain any discarded materials inside any building in violation of any provision of law.

**4.150.490 Connection of water or electrical services prior to issuance of permit.**
No person shall connect or cause to be connected to any residential unit not then receiving such services any water or electrical service without first obtaining from the city manager a permit therefor. Such permit shall be issued by the city manager upon request of any person without fee. Collection fees shall be charged for service to such residential unit upon the issuance of such a permit or occupancy of such unit, whichever first occurs. The sole purpose of the permit required by this section is to advise the city manager that the residential unit should be charged collection fees, and such permit shall not authorize the connection of any water or electrical services to any premises in violation of any other provision of law.

**4.150.500 Disclosure required upon sale of real property.**
No person shall sell, or act as an agent for the purpose of selling, any parcel of real property without first disclosing, in writing, the amount or amounts, if any, of unpaid collection fees due and owing for collection services made available to such parcel of real property.

**4.150.505 Compliance inspections.**
The city or its agent may enter a commercial premises or common areas of a multiresidential property of five or more units to conduct a compliance inspection of any collection container or collection vehicle load, and may enter a transfer, processing, or disposal facility to conduct a compliance

inspection. Compliance inspections may be performed without prior notice during normal business hours.

**4.150.510 Violations of chapter declared a nuisance.**
All violations of any portion of this chapter are hereby declared to be a nuisance and may be abated as such in the manner provided by law. Additionally and alternatively, violations of any portion of this chapter are subject to administrative citations and fines under Chapter 2.30 SLTCC.

## Article V. Recycling Regulations

### Division 1. Generally

**4.150.520 Purpose and intent of article.**
The purpose and intent of this article is to establish by ordinance:

A. The goal of recycling at least 50 percent, by weight, of the city of South Lake Tahoe's waste;

B. To require that the city of South Lake Tahoe develop and maintain a substantial, comprehensive, coordinated, and integrated recycling system for the efficient, cost-effective and environmentally sound disposal of waste;

C. To require the development and implementation of a solid waste management plan for the city of South Lake Tahoe;

D. To help preserve the quality of the environment for city of South Lake Tahoe residents by preserving resources, conserving energy, and reducing waste;

E. To improve the city of South Lake Tahoe's economy by creating useful and rewarding jobs for its residents; and

F. To protect and promote the health, safety, and well-being of the city of South Lake Tahoe residents.

**4.150.530 Collection of discarded materials by other than exclusive franchisee prohibited.**
No hauler or disposal company other than franchisee or its appropriately authorized designee shall in any way collect discarded materials from any location within the city limits.

**4.150.540 Removal of recyclable materials from existing state-authorized buyback centers prohibited.**
No individual, company or entity other than franchisee, or its authorized designee, shall be authorized to remove recyclable materials from any state-authorized buyback center. Said locations, for purposes of clarity of this regulation, are identified as follows:

Ruth Avenue Recycling Center.

Nothing in this section shall be construed to limit any individual, company or entity other than franchisee from developing additional recycling sites; provided applicable zoning, building, fire and other requirements of local and state regulatory agencies are met.

**4.150.610 Development of materials recovery facility prohibited.**
No person, company or entity shall develop or create any type of materials recovery facility (MRF) without review and approval by the city council to ensure consistency with the county integrated waste management plan during the term the ordinance codified in this chapter remains in effect.

## Division 2. Recycling Organic Waste

### 4.150.620 Requirements for residential organic waste recycling.

A. Owners and occupants of single-family units and multiresidential properties of four or less units shall:

1. Subscribe to the city's organic waste collection service for organic waste generated, except for food waste and food-soiled paper; and

2. Participate in the city's organic waste collection service by placing organic waste generated, except for food waste and food-soiled paper, in a separate container in accordance with SLTCC 4.150.110.

B. Owners of multiresidential properties of five or more units who have not received a de minimis waiver or physical space waiver shall:

1. Subscribe to the city's organic waste collection service;

2. Participate in the city's organic waste collection service by placing organic waste generated, except for food waste and food-soiled paper, in a separate container in accordance with SLTCC 4.150.120;

3. Annually provide information to tenants about organic waste recovery requirements and about proper sorting of organic waste;

4. Provide educational information within 14 days of occupation of the premises to new tenants that describes requirements to keep organic waste separated and the location of containers and the rules governing their use at the property; and

5. Provide access for the city or its agent to the property during all inspections conducted under SLTCC 4.150.505 to confirm compliance with the requirements of this division.

C. De Minimis Waiver.

1. Owners of multiresidential properties of five or more units may request a de minimis waiver from some or all of the requirements of this section by submitting the following information:

a. The requirements requested to be waived;

b. Documentation that either: (a) the multiresidential property's total solid waste collection service is two cubic yards or more per week and source separated organic waste subject to collection comprises less than 20 gallons per week; or (b) the multiresidential property's total solid waste collection service is less than two cubic yards per week and source separated organic waste subject to collection comprises less than 10 gallons per week.

2. A de minimis waiver granted by the city will be effective for five years unless circumstances change such that the thresholds are exceeded, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in this subsection (C).

D. Physical Space Waiver.

1. Owners of multiresidential properties of five or more units may request a physical space waiver from some or all of the requirements of this section by submitting documentation from the franchisee, a licensed architect, or a licensed engineer demonstrating that the premises lacks adequate space for the organic waste container that would otherwise be required.

2. The city manager may grant a physical space waiver based on the information submitted in addition to any evidence from city staff justifying the waiver. A physical space waiver granted by the city will be effective for five years unless the portion of the premises where containers are stored is reconfigured, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in subsection (D)(1).

**4.150.630 Requirements for commercial organic waste recycling.**

A. Owners and operators of commercial businesses generating more than two cubic yards of solid waste per week and have not received a physical space waiver shall arrange for organic waste recycling services, including food waste, consisting of at least one of the following:

1. Source separating organic waste from other waste and subscribing to a basic level of organic waste recycling services that includes collection and recycling of organic waste, including food waste;

2. Recycling organic waste on site or self-hauling organic waste, including food waste, for recycling; or

3. Subscribing to an organic waste recycling service that may include mixed waste processing that specifically recycles organic waste, including food waste; and

4. For owners and operators of commercial businesses complying with this subsection (A) through means other than subscribing to an organic waste recycling service provided by the city's franchisee, an annual report shall be provided to the city by October 1st of each year to certify compliance through on-site recycling or self-hauling. Annual reports shall include the following information for the preceding 12-month period of June 30th to July 1st:

a. The name of the owner and operator for the commercial business;

b. The name and address for the commercial business; and

c. The volume in cubic yards or gallons, measured by the size of the containers in use, of organic waste recycled on site, through self-hauling including the destination(s), or by other means.

B. In addition to the applicable requirements of subsection (A) of this section, owners and operators of commercial businesses not granted an exemption from mandatory collection under SLTCC 4.150.390 and who have not received a de minimis waiver or physical space waiver shall:

1. Subscribe to the city's organic waste collection service;

2. Participate in the city's organic waste collection service by placing organic waste generated, except for food waste and food-soiled paper, in a separate container for collection;

3. Provide labeled containers for the collection of organic waste, except for food waste and food-soiled paper, if any is generated by the business or its customers, in all indoor and outdoor areas where disposal containers are provided for customers, except in restrooms;

4. Prohibit employees from placing materials in a container not designated for those materials, to the extent practical through measures such as education, training, and inspection;

5. Periodically inspect the organic waste container for contamination and take corrective measures when contamination is found including reminding employees not to place materials in a container not designated for those materials;

6. Annually provide information to employees, contractors, tenants, and customers about organic waste recovery requirements and about proper sorting of organic waste;

7. Provide education information before or within 14 days of occupation of the premises to new tenants that describes requirements to keep organic waste materials, except for food waste, separated and the location of containers and the rules governing their use; and

8. Provide access to the city or its agent to its properties during all inspections conducted under SLTCC 4.150.505 to confirm compliance with the requirements of this division.

C. In addition to the applicable requirements of subsections (A) and (B) of this section, owners and operators of tier one commercial edible food generators shall:

1. Arrange to recover the maximum amount of edible food that would otherwise be disposed;

2. Contract with food recovery organizations or food recovery services for collection or acceptance of self-hauled edible food for food recovery;

3. Allow the city or agent to access the premises and review records pursuant to Section 18991.4 of Title 14 of the California Code of Regulations, as may be amended from time to time; and

4. Keep records that include the following information as required by Section 18991.4 of Title 14 of the California Code of Regulations, as may be amended from time to time:

a. A list of each food recovery service or organization that collects or receives the generator’s edible food pursuant to contract;

b. A copy of all such contracts;

c. A record of the following information for each contracted food recovery service or food recovery organization:

i. Name, address, and contact information;

ii. Types of food that will be collected or self-hauled;

iii. Established frequency that food will be collected or self-hauled; and

iv. Quantity of food, measured in pounds recovered per month, collected or self-hauled.

D. Commencing on January 1, 2024, owners and operators of tier two commercial edible food generators shall:

1. Comply with the requirements for tier one commercial edible food generators in this section; and

2. For large venue or large event operators not providing food services, but allowing for food to be provided by others, require food facilities operating at the large venue or large event to comply with the requirements for tier one commercial edible food generators in this section.

E. De Minimis Waiver.

1. Owners and operators of commercial businesses may request a de minimis waiver from some or all of the requirements subsections (A) and (B) of this section by submitting the following information:

a. The requirements requested to be waived;

b. Documentation that either: (a) the commercial business's total solid waste collection service is two cubic yards or more per week and source separated organic waste subject to collection comprises less than 20 gallons per week; or (b) the commercial business's total solid waste collection service is less than two cubic yards per week and source separated organic waste subject to collection comprises less than 10 gallons per week.

2. A de minimis waiver granted by the city will be effective for five years unless circumstances change such that the thresholds are exceeded, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in this subsection (E).

F. Physical Space Waiver.

1. Owners and operators of commercial businesses may request a physical space waiver from some or all of the requirements of subsections (A) and (B) of this section by submitting documentation from the franchisee, a licensed architect, or a licensed engineer demonstrating that the premises lacks adequate space for the organic waste container that would otherwise be required.

2. The city manager may grant a physical space waiver based on the information submitted in addition to any evidence from city staff justifying the waiver. A physical space waiver granted by the city will be effective for five years unless the portion of the premises where containers are stored is reconfigured, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in subsection (F)(1).

**4.150.640 Requirements for food recovery organizations and services.**

A. Owners and operators of food recovery services maintaining their principal place of business within the city and having a contract with commercial edible food generators to collect or receive edible food directly shall:

1. Report to the city the total pounds of edible food recovered for the previous calendar year from tier one and tier two commercial edible food generators with which the food recovery service has contracted, no later than October 1st of each year for the preceding 12-month period of June 30th to July 1st; and

2. Maintain the following records:

a. Name, address, and contact information for each commercial food generator from which edible food is collected;

b. Quantity, measured in pounds per month, of edible food collected from each commercial edible food generator;

c. Quantity, measured in pounds per month, of edible food transported to each food recovery organization; and

d. Name, address, and contact information for each food recovery organization to which the food recovery service transports edible food.

B. Owners and operators of food recovery organizations maintaining their principal place of business within the city and having a contract to collect or receive edible food directly shall:

1. Report to the city the total pounds of edible food recovered for the previous calendar year from tier one and tier two commercial edible food generators with which the food recovery service has contracted, no later than October 1st of each year for the preceding 12-month period of June 30th to July 1st; and

2. Maintain the following records:

a. Name, address, and contact information for each commercial food generator from which edible food is received;

b. Quantity, measured in pounds per month, of edible food received from each commercial edible food generator; and

c. Name, address, and contact information for each food recovery service from which edible food is received.

SECTION 2. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 3. The City Council finds that adoption of the proposed Ordinance is exempt from review under the California Environmental Quality Act (CEQA) under CEQA Guidelines sections 15061(b)(3) (common sense exemption that CEQA does not apply to projects where it can be seen with certainty that there is no possibility that the action may have a significant effect on the environment), 15307 (Actions by Regulatory Agencies for Protection of Natural Resources) and 15308 (Actions by Regulatory Agencies for Protection of the Environment) because it is an action taken by the City in its regulatory capacity, as authorized by state law, to protect the environment. Adopting the proposed Ordinance would protect the environment by implementing the state law organic waste recycling requirements and reduce greenhouse gas emissions.

SECTION 4. The City Clerk is directed to certify this Ordinance and cause it to be published in the manner required by law.

SECTION 5. This Ordinance shall become effective on September 15, 2024.

Yes:

No:
Abstain:
Absent:

_____ Date:_____
Cody Bass, Mayor

Attest:

_____
Susan Blankenship, City Clerk

First Reading:
Published:
Effective:

# Chapter 4.150

## ~~REFUSE AND GARBAGE~~SOLID WASTE, RECYCLING, AND ORGANIC MATERIALS

Sections:

Article I. In General

4.150.010 Definitions.
4.150.020 Purpose and intent of chapter.
4.150.025 Appeals.*

Article II. Collection and Disposal Services

4.150.030 Provision for and supervision by city.
4.150.040 Persons authorized to collect, ~~and~~ dispose of, and process discarded materials~~refuse~~.

Article III. Collection and Disposal Requirements and Standards

**Division 1. Generally**

4.150.080 Vehicles used to transport ~~refuse~~discarded materials.
4.150.090 Collection and disposal – Duty of owner or occupant.
4.150.100 Collection and disposal – Contract for service.
4.150.110 Residential ~~refuse~~ containers.
4.150.120 Multiresidential ~~refuse~~ containers.
4.150.130 Commercial ~~refuse~~ containers.
4.150.140 Determination of sufficient container size/collection frequency.
4.150.150 Mandatory collection for repeat offenders (commercial and residential).
4.150.160 Mandatory multiplier for repeat offenders.
4.150.170 Frequency of disposal.
4.150.180 Storage.
4.150.190 Bulky items.
4.150.200 Exception – Vacant establishments.
4.150.210 Placement of residential containers for collection purposes.
4.150.220 Placement of commercial containers for collection purposes.
4.150.230 Placement of multiresidential containers for collection purposes.
4.150.240 Removal of containers from public view.
4.150.250 Owner's responsibility for other refuse.
4.150.260 Standards and responsibilities regarding dumpsters.

**Division 2. Residential Units and Commercial Establishments**

4.150.270 Required use of authorized collection.
4.150.280 Access to receptacles for collection purposes.
~~4.150.290 Increase in rates for failure to provide access.~~
4.150.300 Liability for payment of fees.
4.150.310 Billing and collection – Discounts – Penalty for delinquent payments.
4.150.320 Fee a civil debt.
4.150.330 Mandatory collection areas.
4.150.340 Liability for payment of fees – Mandatory collection.
4.150.350 Billing cycle and penalty for delinquent payments.

4.150.360 Discontinuation of service.
4.150.370 Lien for 180-day delinquencies.
4.150.390 Exemptions.

Article IV. Prohibited Acts and Enforcement

4.150.400 Collection or disposal by unauthorized persons.
4.150.410 Placement of discarded materials~~refuse~~ in receptacle or upon land of another.
4.150.420 Placement of ~~refuse~~ containers on vacant lots.
4.150.430 Placement for collection of items other than ~~refuse~~discarded materials.
4.150.440 Littering public or private property.
4.150.450 Burning refuse.
4.150.460 Rendering of fat, distillation of bones, etc.
4.150.470 Bringing ~~refuse~~ discarded materials into the city.
4.150.480 Storing of ~~refuse or waste~~discarded materials inside buildings.
4.150.490 Connection of water or electrical services prior to issuance of permit.
4.150.500 Disclosure required upon sale of real property.
4.150.505 Compliance inspections.
4.150.510 Violations of chapter declared a nuisance.

Article V. Recycling Regulations

**Division 1. Generally**

4.150.520 Purpose and intent of article.
4.150.530 Collection of ~~general refuse~~discarded materials by other than exclusive franchisee prohibited.
4.150.540 Removal of recyclable materials from existing state-authorized buyback centers prohibited.
~~4.150.550 Reporting requirements.~~
~~4.150.560 Compliance with local, state and federal regulations.~~
~~4.150.570 Disposal of unmarketable recyclable materials.~~
~~4.150.580 Recyclable materials of city—No fee for processing.~~
~~4.150.590 Indemnification of city by those engaged in recycling activities.~~
~~4.150.600 No vesting of rights, entitlements or rights to operate recycling facilities shall be recognized prior to effective date of ordinance.~~
4.150.610 Development of materials recovery facility prohibited.

**Division 2. Recycling Organic Waste**

4.150.620 Requirements for residential organic waste recycling.
4.150.630 Requirements for commercial organic waste recycling.
4.150.640 Requirements for food recovery organizations and services.

For state law authorizing city to enter into ~~garbage and refuse~~solid waste disposal contracts, see H. and S.C. § 4250. As to ~~garbage and refuse~~solid waste generally, see H. and S.C. §§ 4100 to 4520. As to depositing, throwing, etc., handbills on public property, see SLTCC 6.05.030. As to depositing or placing handbills in vehicles, see SLTCC 6.05.040. As to distributing, throwing, etc., on private property, see SLTCC 6.05.050. As to restrictions on outdoor fires, see SLTCC 5.05.010. As to required clearing of brush, vegetation, etc., around buildings and structures and along roadways, see SLTCC 5.05.020 to 5.05.040. As to abandoned, wrecked, dismantled or inoperative vehicles, see SLTCC 4.45.010 to 4.45.160.

## Article I. In General

**4.150.010 Definitions.**

For the purpose of this chapter, the following words and phrases shall have the meanings ascribed to them by this section, except where the context clearly indicates a different meaning, as follows:

"Bear box" means a metal container used at a residential property which is intended to store discarded materials until collection day, and which includes a locking mechanism to prevent bear access.

"Bin" means a container with a hinged and tight-fitting lid and wheels designed to be mechanically serviced by a commercial collection vehicle, and that is designed to hold from one to six cubic yards of material with the lid properly closed.

"Bulky ~~waste/furniture~~ items" means large items of solid waste such as appliances, furniture, auto parts, trees and other oversize waste.

"Cardboard" means a thin, stiff, pasteboard made of paper pulp, used for making cartons and signs.

"Carpet" means a thick, heavy covering for a floor, usually made of wool, or synthetic fiber.

"Cart" means a plastic container with a hinged and tight-fitting lid and wheels that is serviced by an automated or semi-automated collection vehicle, is provided by the city's franchisee, and which has a capacity of at least 20 and not more than 95 gallons, and is used for collection of solid waste, recyclable materials, or organic materials from commercial or residential premises.

"Collection" means the complete operation of gathering together and transporting to the point of disposal or processing any ~~garbage, refuse, rubbish, and~~ solid waste, recyclable, ~~transformable~~ bulky item, or ~~compostable~~ organic waste materials.

"Collection fees" means the fees established as provided by law for the collection, disposal, and processing of discarded materials.

"Commercial container" means a container supplied by the franchisee to any person subscribing or receiving ~~refuse~~ solid waste service and constructed of metal, plastic or other suitable material in such a fashion as to be watertight.

"Commercial premises" means that portion of any building or other premises which is not a residence, residential unit or housekeeping unit.

"Compactor" means any container which has a compaction mechanism, whether stationary or mobile.

~~"Compost pile" means a pile, pit or layer of compost.~~

~~"Compostable" means a mixture of garbage, refuse and rubbish that is composed solely of matter which is capable of decaying or decomposing and which is used as a fertilizer or soil amendment for gardening and landscaping including vegetable, yard, and wood wastes.~~

"Container" means a city-approved receptacle for collection of solid waste, recyclable materials, or organic materials and includes bins, carts, compactors, open-top roll-off boxes, customer owned containers, and drop boxes~~a consumer, commercial or recycling container. Consumer containers shall be supplied by the person subscribing or receiving refuse service and shall be a container specifically designed, manufactured and distributed for the sole purpose of use as a consumer refuse/trash receptacle and shall be of a watertight, metallic or plastic construction with smooth interiors and with suitable bales or handles and with watertight fitting covers; or other similar container(s) as specifically approved jointly~~

~~by the franchisee and the city. The capacity of each such container shall not exceed 32 gallons nor exceed 50 pounds of weight. A plastic bag of sufficient strength may be used and not filled to more than 75 percent of capacity and shall contain only organic waste, excluding food waste, and shall be securely tied at the opening; or a paper bag baled from a mechanical compactor. In lieu of or in addition to such containers, persons may contract with the franchisee agent to provide commercial containers, prepaid bags or cart service or other disposal containers or processes which the franchisee agent may provide or approve in the future, including, but not limited to, containers for recyclable and/or salvageable materials~~.

"Construction and demolition debris (C&D)" means materials generated by or resulting from construction or demolition-related activities, including building, construction, deconstruction, demolition, excavation, grading, improvement, land clearing, reconstruction, remodeling, and renovation, such as discarded building materials, packaging, debris, and rubble resulting from construction, alteration, remodeling, repair, or demolition operations on an pavements, excavation projects, houses, commercial buildings, or other structures, excluding excluded waste. Construction and demolition debris includes rocks, soils, tree remains, and other yard trimmings which result from land clearing or land development operations in preparation for construction.

"Curbside" means as near but in no event more than five feet, from the property line that abuts a paved public street or in the event the property does not abut a paved public street, where the property abuts a public street, alley, right-of-way or easement and in the case of a commercial location in the service alley of a commercial or institutional entity.

"Customer owned container" means a 20-32 gallon plastic can owned by the owner or occupant and used for the collection of additional recyclable materials or organic materials or for collection of solid waste in a bear box.

"Discarded materials" means recyclable materials, organic materials, and solid waste placed by a customer in a container for the purposes of collection.

"Disposal" means the complete operation of disposing of ~~refuse~~solid waste.

"Drop box" means a container with a capacity of 10 to 40 cubic yards that is serviced by a roll-off collection vehicle.

"Edible food" means food intended for human consumption.

"Excluded waste" means hazardous substance, hazardous waste, infectious waste, designated waste, volatile, corrosive, biomedical, infectious, biohazardous, and toxic substances or material, waste that the city or franchisee reasonably believes would as a result of or upon disposal, be a violation of local, state, or federal law, regulation, or ordinance, including land use restrictions or conditions, waste that cannot be disposed of in class III landfills, waste that in the city or franchisee's reasonable opinion would present a significant risk to human health or the environment, cause a nuisance or otherwise create or expose the city or franchisee to potential liability; but not including de minimis volumes or concentrations of waste of a type normally found in residential solid waste after implementation of programs for the safe collection, recycling, treatment, and disposal of batteries and paint in compliance with sections 41500 and 41082 of the California Public Resources Code, as may be amended from time to time. Excluded waste does not include used motor oil and filters, or household batteries when properly placed for collection.

"Food recovery organization" means an entity that engages in the collection or receipt of edible food from commercial edible food generators and distributes that edible food to the public for human consumption either directly or through other entities, including food banks, nonprofit charitable organizations, and nonprofit charitable temporary food facilities, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

"Food recovery service" means a person or entity that collects and transports edible food from a commercial edible food generator to a food recovery organization or other entities for human consumption, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

"Food waste" means food scraps, including fruits, vegetables, meat, poultry, seafood, shellfish, bones, rice, beans, pasta, bread, cheese, and eggshells.

"Franchisee" means any person that has entered into a franchise agreement with the city to collect, remove, transport, process or dispose of solid waste or recyclables or compostables, or to operate any solid waste facility.

~~"Garbage" means putrescible animal or vegetable matter, and containers used for storage. "Garbage" does not include source-separated recyclables or green waste.~~

~~"Green waste" means compostable material including but not limited to grass, weeds, leaves, pine needles, tree trimmings, plants, shrubbery, prunings, and such other similar materials which are generated in the maintenance of yards, gardens or landscaping, and which are separated by the generator from other solid waste materials for the purpose of recycling or composting.~~

"Household hazardous waste (HHW)" means any substance or mixture that, if improperly handled, may be damaging to human health and well-being or a threat to the environment. HHW includes but is not limited to flammables, combustibles, poisons, toxics, oxidizers, corrosives, compressed gas, oil, antifreeze, explosives and radioactive materials as well as any other hazardous waste as defined in Health and Safety Code Section 25117 and the Hazardous Waste Management Reform Act of 1995.

"Litter" is any quantity of improperly discarded solid waste, including but not limited to discarded furniture and appliances, overflowing residential and commercial trash cans, pieces of lumber and scrap metal left at a construction site, uncontainerized paper such as fast food packages, candy wrappers, cigarette butts, and/or plastic, glass, trash, debris, rubbish, refuse, garbage or junk parts and scrap materials.

"Littering" is the improper discarding, dropping or scattering of small quantities of waste matter ordinarily carried on or about the person, including but not limited to beverage containers and enclosures, packaging, wrappers, wastepaper, newspapers and magazines, in any place other than a place or container maintained for the lawful disposal thereof, including waste matter which escapes or is allowed to escape from a vehicle, container, receptacle or package.

"Medical waste" means that waste which is generated or produced, as a result of the diagnosis, treatment, or immunization of human beings or animals, in research pertaining thereto, or in the production of testing of biological products, including but not limited to the accumulation of property containing home-generated sharps waste.

"Multiresidential" means two or more residential units located in a single building or a unified group of buildings, and shall include, but not be limited to, two or more units located in a planned unit development, an apartment complex or a mobile home park.

"Nuisance" means the existence or accumulation, without the authority of the city of South Lake Tahoe, of litter, trash, manure, rubbish, scrap materials, junk parts, garbage, or refuse of any kind upon private or public property; provided, however, that said refuse is visible to the occupants of an adjacent or nearby parcel or real property, or to the users of any right-of-way.

"Organic waste" means waste containing material originating from living organisms and their metabolic waste products, including food, green material, landscape and pruning waste, organic textiles and carpets, lumber, wood, paper products, printing and writing paper, manure, biosolids, digestate, and sludges, as defined in Section 18982(a)(46) of Title 14 of the California Code of Regulations, as may be amended from time to time.

"Owner" shall conclusively be deemed to be the person to whom the taxes on the property assessed as shown on the last equalized assessment roll of the county or, alternatively, from such other records of the county assessor or tax collector as contain more recent information.

"Recyclables" or "recyclable material" means materials which are reused or processed or are in the future reused or processed into a form suitable for reuse through reprocessing or remanufacture, consistent with the requirements of the California Integrated Waste Management Act. The term "recyclable material" includes paper newsprint, printed matter, pasteboard, paper containers, cardboard, glass, aluminum, PET, HDPE, and other plastics, beverage containers, transformable and compostable materials, used motor oil, automotive batteries, antifreeze, latex paint, brick and stone in reusable size and condition, and such other material designated by the city council, or designated as recyclables by the California Integrated Waste Management Board, or other agency with jurisdiction.

"Recycle" or "recycling" means the process of collecting, sorting, cleansing, treating and reconstituting materials that would otherwise become solid waste, and returning them to the economic mainstream in the form of raw material for new, reused or reconstituted products which meet the quality standards necessary to be used in the marketplace.

~~"Recycling container" means a container, which is provided to a residential, commercial or industrial waste collection customer for the sole purpose of containing recyclable materials that are source-separated from the nonrecyclable portion of the waste stream.~~

~~"Refuse" shall mean and include all other accumulations of waste matter or materials emanating from an establishment and shall include paper, cardboard, tin cans, ashes, yard clippings, wood, glass, and cloth, plastic not otherwise recyclable and similar items of waste from homes, offices and places of business. Refuse shall not be construed to include waste materials from major demolitions, construction or remodeling, or sod, dirt or debris.~~

~~"Refuse collection fees" means the fees established as provided by law for the collection and disposal of refuse.~~

"Repeat offender" means a second offense ~~refuse~~ violation of this chapter occurring within one year at the same site.

"Residential unit" means a room or combination of rooms in a single building designed for human living, sleeping, eating and sanitary uses by a single family and their servants and nonpaying guests, and having cooking facilities. There may be more than one residential use in a single building. A mother-in-law unit is considered an additional residential unit.

"Rubbish" means all nonputrescible waste matter, whether combustible or noncombustible, except hazardous waste and medical waste.

"Sharps waste" means any device having acute rigid corners, edges, or protuberances capable of cutting or piercing, including, but not limited to, hypodermic needles, hypodermic needles with syringes, blades, needles with attached tubing, syringes contaminated with biohazard waste, acupuncture needles, and root canal files. Broken glass items, such as Pasteur pipettes and blood vials contaminated with biohazard waste or any item capable of cutting or piercing that is contaminated with trauma scene waste.

"Single-family unit" means a dwelling which receives individual ~~refuse~~ solid waste and/or curbside recycling service.

"Solid waste" means solid waste as defined in California Public Resources Code, Division 30, Part 1, Chapter 2, Section 40191 and implementing regulations. Excluded from the definition of solid waste are excluded waste, C&D, source-separated recyclable materials, edible food if it is recovered and not discarded, source-separated organic materials, and radioactive waste. Notwithstanding any provision to the contrary, solid waste may include de minimis volumes or concentrations of waste of a type and amount normally found in residential solid waste after implementation of programs for the safe collection, recycling, treatment, and disposal of household hazardous waste in compliance with Sections 41500 and 41802 of the California Public Resources Code as may be amended from time to time. Solid waste includes salvageable materials only when such materials are included for collection in a solid waste collection container not source-separated from solid waste at the site of generation.

"Source-separated recyclables" means nonputrescible material, including paper, books, magazines, cardboard, box board, plastic, metal, glass, and other similar materials authorized by the city for collection by the franchisee that is separated by the generator from other waste material for the purpose of reuse or recycling, by placing the recyclables in separate containers, or by binding them separately; the recyclable material is returned to the economic mainstream in the form of raw material for new, reused or reconstituted products which meet the quality standards necessary to be used in the marketplace.

"Special wastes" means any designated wastes, as defined in 23 California Code of Regulations, Section 2522, and special handling waste generated by industrial facilities or processes, but shall not include "hazardous waste" as defined herein. Special wastes shall include asbestos, sewage sludge, water treatment sludge, drilling mud, grease waste, contaminated soils, shredder waste, agricultural waste, filter cake/dewatered sludge, spent catalyst fines, refinery ash and byproducts; except where any such wastes are deemed to be hazardous waste.

"Tier one commercial edible food generator" means a supermarket with gross annual sales of $2,000,000 or more, grocery store with a total facility size equal or greater to 10,000 square feet, food service provider, food distributor, or wholesale food vendor, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

"Tier two commercial edible food generator" means a restaurant with 250 or more seats or a total facility size equal or greater than 5,000 square feet, hotel with an on-site food facility and 200 or more rooms, health facility with an on-site food facility and 100 or more beds, large venue, large event, state agency with a cafeteria with 250 or more seats or total facility size equal to or greater than 5,000 square feet, and local education agency with an on-site food facility, as defined in Section 18982(a) of Title 14 of the California Code of Regulations, as may be amended from time to time.

"Transfer station" means those facilities, franchised by the city of South Lake Tahoe pursuant to this chapter, utilized to receive solid waste or recyclable material, temporarily store, separate, convert, or otherwise process the materials in solid wastes or to transfer the solid wastes directly from smaller to larger vehicles for transport.

~~"Waste" means the useless, unused, unwanted or discarded material resulting from normal community activities, or materials which by their presence may injuriously affect the health, safety and comfort of persons and depreciate property values in the vicinity thereof. "Waste" shall include, but not be limited to, garbage, putrescible organic material, rubbish, offal, swill, animal excreta, rubble, plaster or other waste resulting from the demolition, burning, alteration or construction of building or structures.~~ "Yard trimmings" means a type of organic waste including green trimmings, grass, weeds, leaves, prunings,

branches, dead plants, brush, tree trimmings, dead trees, small pieces of unpainted and untreated wood, and other types of organic waste resulting from normal yard and landscaping maintenance.

**4.150.020 Purpose and intent of chapter.**
The city council, after several public discussions and hearings, makes the following findings of fact, thereby declaring its purpose:

A. A substantial portion of the homes, apartments and other residential units within the city are owned by nonresidents.

B. A substantial portion of the residential units are occupied for short periods by persons on vacations.

C. The owners or occupiers of many residential units have not made arrangements for the collection of ~~garbage, rubbish and waste material~~discarded materials.

D. ~~Garbage, rubbish and waste material~~Discarded material from such residential units either:

1. Accumulates at such premises;

2. Is deposited in the streets or upon private or public property within the city; or

3. Is disposed of by depositing it in containers of other persons within the city. Any of such methods of disposal creates and constitutes a nuisance.

E. Many residents of the city who do not arrange for collection of ~~garbage, rubbish and waste material~~discarded materials often allow ~~garbage, rubbish and waste material~~discarded materials to accumulate for long periods of time and thereby create a nuisance.

F. The public health, safety and welfare of the citizens of and visitors to the city require that the accumulation, collection, removal and disposal of ~~garbage, rubbish and waste material~~discarded materials from residential units within the city must be handled in a manner for the greatest good and least possible inconvenience, cost and maintenance to the city and the citizens thereof.

G. The periodic collection, removal and disposal of ~~garbage, rubbish and waste material~~discarded materials from all residential units within the city benefits all owners, occupants or persons in possession, charge or control of all such units where such accumulates and requires removal therefrom on a regular periodic basis; and that all such owners, occupants or persons in possession, charge or control of all such units within the city should be made liable for the payment of the fees for such collection, removal and disposal irrespective of the actual use of the ~~garbage, rubbish and waste material~~discarded materials collection services provided by the city.

H. Multiresidential units and commercial businesses within the city, including motels and hotels, need to provide adequate removal of ~~refuse~~ discarded materials so as to fully comply with health codes and other governmental regulations.

**4.150.025 Appeals.***
An appeal from any determination made pursuant to the provisions of this chapter may be appealed pursuant to Chapter 2.35 SLTCC.

* Code reviser's note: Ord. 1105 adds the provisions of this section as Section 4.150.030. The section has been editorially renumbered to prevent duplication of numbering.

## Article II. Collection and Disposal Services

**4.150.030 Provision for and supervision by city.**
The city shall provide for the collection and disposal or processing of ~~refuse~~ discarded materials from all premises required to be served within the city. Such provision may be made either by letting a contract for such collection and removal or otherwise. The city or, if collection and removal services are contracted for, the ~~removal~~ franchisee, shall have charge and supervision of such collection and removal and shall prescribe and establish routes and days for collection ~~and removal~~ of ~~refuse~~ discarded materials from the various parts of the city so as to conform to the provisions of this chapter and may change the same from time to time. When such routes or days of collection are established or changed, not less than 10 days prior to the effect of such change, notice thereof shall be given to all parties concerned.

**4.150.040 Persons authorized to collect, ~~and~~ dispose of, and process ~~refuse~~discarded materials.**
The city and its duly authorized agents, servants and employees of any franchisee with whom the city may at any time enter into a contract therefor, and the agents, servants and employees of franchisee, while any such contract shall be in force, shall have the exclusive right and obligation to collect and dispose of or process ~~refuse~~ discarded materials from all premises in the city.

This chapter shall not prohibit anyone licensed to do business in the city of South Lake Tahoe, during the course of performing the contracted duties, from collecting and disposing of ~~debris~~ C&D from a job upon which ~~he/she is~~they are working in compliance with all applicable laws, ordinances and regulations then in effect. Individuals ~~, not businesses,~~ may not enter into a contract with anyone other than the city's duly authorized agents for the collection, ~~and/or~~ disposal, and/or processing of ~~refuse~~ discarded materials from premises within the city. This does not preclude individuals or businesses from legally disposing of ~~refuse~~ discarded materials from their own properties or properties which they manage pursuant to contract.

## Article III. Collection and Disposal Requirements and Standards

### Division 1. Generally

**4.150.080 Vehicles used to transport ~~refuse~~discarded materials.**
A. Every ~~refuse, garbage and debris hauling~~ vehicle used for the collection, removal or transportation of ~~refuse, rubbish and debris~~discarded materials and C&D shall be so designed and equipped as to prevent the escape or loss of any refuse, rubbish and debris while being transported. Whenever ~~refuse, garbage and debris~~discarded materials or C&D is transported in an unenclosed vehicle, the container ~~in which the refuse, garbage and debris is transported~~ shall be so designed and equipped as to prevent the escape or loss of any such ~~refuse, garbage and debris~~discarded materials or C&D while being so transported. Loads of tree trimmings, bushes or shrubs may be transported in open-bodied vehicles provided the material be securely tied in place to prevent scattering along the streets and alleys. Tree limbs shall be confined within the limits of the vehicle bed and shall not extend over the sides or extend beyond the tailgate of the vehicle.

B. It shall be unlawful for any person authorized to collect ~~refuse, garbage and debris~~discarded materials or C&D to maintain any collecting vehicle in an unclean, filthy or leaky condition or to keep such vehicle standing in any street or alley of the city longer than necessary for the actual work of collection or to conduct collection or removal in any but a sanitary manner and by sanitary methods.

**4.150.090 Collection and disposal – Duty of owner or occupant.**
Each person owning improved premises in the city, and each person occupying or having charge or control of improved premises in the city shall, in accordance with the terms of this chapter and all applicable state and federal regulations, make available for collection and disposal, or if a nonresidential commercial business provide legal access to collection and disposal of all ~~refuse~~ discarded material which

has accumulated on such premises, on the appointed day and at the appointed time, except where weather conditions prevent such collection and disposal.

**4.150.100 Collection and disposal – Contract for service.**
For services outside the provisions of this chapter, individuals or businesses may contract with the city or the city's franchisee; provided, such services shall be offered and accepted according to the rate schedule applicable thereto.

**4.150.110 Residential ~~refuse~~ containers.**
Each person owning a residential unit up to and including a fourplex, and each person occupying or having charge or control of such premises, shall have the obligation to contract for collection service for each and every unit of property and provide for collection and disposal of all discarded materials~~refuse~~ originating upon such premises in ~~suitable containers.~~three carts for each residential unit to include one cart each for solid waste, source-separated recyclables, and yard trimmings. Owners or occupants may request an additional cart for solid waste for an additional charge. Residential units may share carts for recyclables and yard trimmings so long as both residential units have solid waste carts. Residential units that have bear boxes existing as of August 22, 2023, may elect to continue to use a customer owned container to be serviced from the bear box instead of a cart for solid waste. ~~A suitable container is defined as a safety-approved dumpster or a 32-gallon or less trash can, not to exceed a loaded weight of 50 pounds with a tight-fitting lid, capable of completely containing all refuse stored within. Tied, watertight plastic bags may be used only for organic waste, except food waste. Food waste may be commingled with other waste in the dumpster or 32-gallon or less trash can.~~

~~In the event a residential refuse container is determined to be unsuitable because it no longer adequately contains refuse and repeatedly overflows, fails to adequately prevent animal intrusion or constitutes a hazard to public health, the city attorney, his/her designee, or the county health officer may order the resident to replace such container.~~

Each owner shall place and/or direct its tenants to place source-separated recyclable materials in the applicable container; place yard trimmings in the applicable container; and place solid waste in the applicable container; and shall not place prohibited container contaminants in containers and not place materials designated for the yard trimmings or recyclable materials containers in the solid waste containers.

Bulky items ~~such as car parts, white goods (i.e., stoves, washers, dryers, etc.), furniture (i.e., mattresses), etc.,~~ shall be collected at additional charge to the customer. Bulky items must remain out of sight from the general public view, and shall only be placed at curbside on the arranged day of collection at the property line adjacent to a public street no earlier than 6:00 p.m. of the day prior to the day designated for ~~refuse~~ collection, and shall be removed from public view by 6:00 p.m. on the day designated for ~~refuse~~ collection, unless containers are housed in approved shelters. In the event a bulky item is placed in view of the general public without scheduled collection, the city ~~attorney, his/her designee,~~manager or the county health officer shall order the ~~refuse company~~franchisee to collect said item at the property owner's expense.

Customers may exercise the option to deliver such bulky items directly to the transfer station at transfer station rates, or otherwise properly dispose of such bulky items.

**4.150.120 Multiresidential ~~refuse~~ containers.**
Each person owning, or having charge or control of, a multiresidential property of five units or greater shall place for collection and disposal all ~~refuse~~ discarded materials originating on such premises in a suitable container or containers, and may elect to be serviced either with residential containers as described in SLTCC 4.150.110 or commercial containers as described in SLTCC 150.130. ~~A suitable~~

~~container for a multiresidential property of five units or greater is defined as a safety-approved dumpster. Frequency of collection is to be determined by the amount of refuse generated so that collection occurs not less than once per week and as often as good sanitary practice and applicable state and federal law require.~~

~~A multiresidential property with fewer than five units may be required to provide a safety-approved dumpster if the city attorney, his/her designee, or the county health officer determines that individual 32-gallon cans are insufficient to provide proper refuse disposal. Size of container and frequency of collection are to be determined by the amount of refuse generated so that collection occurs not less than once per week and as often as good sanitary practice and applicable state and federal law require.~~

Bulky items ~~such as car parts, white goods (i.e., stoves, washers, dryers, etc.), furniture (i.e., mattresses), etc.,~~ shall be collected at an additional charge to the customer. Bulky items must remain out of sight from the general public view, and shall only be placed at curbside at the property line adjacent to a public street no earlier than 6:00 p.m. of the day prior to the day designated for ~~refuse~~ collection, and shall be removed from public view by 6:00 p.m. on the day designated for ~~refuse~~ collection, unless containers are housed in approved shelters on the arranged day of collection. In the event a bulky item is placed in view of the general public without scheduled collection, the city ~~attorney, his/her designee,~~manager or the county health officer shall order the ~~refuse company~~franchisee to collect said item at the property owner's expense. Customers may exercise the option to deliver such bulky items directly to the transfer station at transfer station rates, or otherwise properly dispose of such bulky items.

**4.150.130 Commercial ~~refuse~~ containers.**

Each person owning, or having charge or control of, a commercial premises shall place for collection and disposal all discarded materials originating on such premises in a s~~S~~uitable container or containers ~~for nonresidential commercial establishments shall be defined as~~ consisting of either carts for solid waste and recyclables and a bin for organic waste, or one or more compactors ~~a minimum 32-gallon garbage can or safety-approved dumpster, with lid,~~ sufficient to accommodate the type and amount of ~~refuse~~ discarded materials generated at such commercial establishment. Lids must remain closed at all times, except when ~~refuse is~~discarded materials are being added or removed from the container. Size of container and frequency of collection shall be determined by the type and amount of ~~refuse~~ discarded materials generated, so that collection occurs as often as good sanitary practice and applicable state and federal law require.

Frequency of collection shall be at least once per week for commercial establishments generating food waste. Collection for commercial establishments not generating ~~non~~food waste shall be either regularly scheduled or on an as-needed basis, unless as-needed collection is determined by the city ~~attorney, his/her designee~~manager~~,~~ or the county health officer to constitute a health hazard. Contents of the container shall not extend above the rim of the container.

Bulky items ~~such as car parts, white goods (i.e., stoves, washers, dryers, etc.), furniture (i.e., mattresses), etc.,~~ shall be collected at an additional charge to the customer. Bulky items must remain out of sight from the general public view, and shall only be placed at curbside at the property line adjacent to public street no earlier than 6:00 p.m. of the day prior to the day designated for ~~refuse~~ collection, and shall be removed from public view by 6:00 p.m. on the day designated for ~~refuse~~ collection, unless containers are housed in approved shelters on the arranged day of collection. In the event a bulky item is placed in view of the general public without scheduled collection, the city ~~attorney, his/her designee,~~manager or the county health officer shall order the ~~refuse company~~franchisee to collect said item at the property owner's expense.

Customers may exercise the option to deliver bulky items directly to the transfer station for transfer station rates, or properly dispose of such bulky items.

**4.150.140 Determination of sufficient container size/collection frequency.**
In the event a multiresidential or commercial property is determined to constitute a nuisance because of blowing debris originating from the container, or the container is determined to be insufficient to contain ~~refuse~~discarded materials generated, or is determined to be a hazard to the public health or is otherwise in violation of health codes, the city ~~attorney~~manager~~, her/his designee,~~ or the county health officer may order a change in the size of container, and/or increase the frequency of collection, as well as any other alternatives set forth in SLTCC 4.150.150(A) through (I), at the expense of the person owning or having charge or control of said property.

**4.150.150 Mandatory collection for repeat offenders (commercial and residential).**
No person owning or possessing any multiresidential dwelling or owning or possessing any single-family dwelling, or industrial, commercial or business premises or structure, shall allow or permit any excess ~~refuse~~discarded materials, ~~or~~ rubbish, or waste to collect and accumulate upon or in the premises or structure ~~for a period of time longer than allowed by law~~in a manner that creates a nuisance.

During intervals between collection or disposal, the storage, accumulation, collection, keeping, handling or maintaining of ~~refuse~~discarded materials ~~waste~~ on premises where produced shall be performed in such a manner as to prevent the harboring and breeding of rodents, insects and other vermin and to take adequate precautions to prevent ready access to the waste by animals; as to prevent objectionable odors in the ambient air; as not to constitute a fire hazard; and as not to result in such unsightliness as to result in the depreciation of value of adjacent property or the comfortable enjoyment of life thereon.

If ~~it is found and determined~~ the city manager finds and determines that during the intervals between collection or disposal, accumulation of ~~refuse~~discarded materials ~~waste~~ results in a nuisance and thus is contrary to the public health and welfare of the city, and/or the property owner has failed to adequately provide for appropriate ~~refuse~~ collection and/or storage pursuant to this chapter, mandatory commercial or increased residential collection service shall be imposed for minimum of one year. Further, ~~at the direction of~~ the city manager~~, or the city manager's designee,~~ may impose one or more of the following corrective enforcement actions ~~are available for imposition~~ for a minimum of one year ~~or longer~~:

A. Increasing the size of the ~~dumpster~~container; ~~and/or~~

B. Increasing the frequency of ~~the pickup~~collection service; ~~and/or~~

C. Ordering the removal of trailers, pickup trucks, dump trucks and storage containers under the nuisance abatement procedure pursuant to Chapter 4.40 SLTCC; ~~and/or~~

D. Mandating safety-approved dumpsters with tight-fitting lids; ~~and/or~~

E. Mandating dumpster "skirting" for containers; ~~and/or~~

F. Mandating relocation of dumpster; ~~and/or~~

G. Mandating "controlled access" lids to prevent animal disturbances; ~~and/or~~

H. Mandating bear-proof ~~refuse~~ containers for repeat violators of single-family residences and multiresidential properties not using safety-approved dumpsters; and/or

I. Any other enforcement action deemed reasonable and appropriate by the city manager ~~or his/her designee~~.

**4.150.160 Mandatory multiplier for repeat offenders.**
The collection of ~~refuse, garbage and rubbish~~discarded materials from all hotels, hotel/resorts, motels, motels converted to residential units, inns, time-share condominiums and motor inns may be based upon a motel multiplier of 0.10 cubic yards, per motel unit, per week to determine a minimum level of collection~~refuse~~ service.

The collection of ~~refuse, garbage and rubbish~~discarded materials from all multiresidential units may be based upon a multiresidential multiplier of 0.40 cubic yards, per residential unit, per week to determine a minimum level of ~~refuse~~ collection service.

Nothing in this section is intended to prevent any arrangement, or the continuance of an existing arrangement, under which payments to the franchisee for ~~garbage~~ collection service are made by a tenant or tenants, or any agent, on behalf of the owner. However, any such arrangement will not affect the owner's obligation as provided herein.

**4.150.170 Frequency of disposal.**
Collection of ~~refuse~~ solid waste shall be made at least once a week from single-family residences and multiresidential units, or as many times per week as the city manager ~~or the city manager's designee~~ may order.

No more than one week's accumulation of ~~refuse, garbage and rubbish~~solid waste or food waste shall be kept or permitted to remain upon any commercial premises in the city.

At the minimum, there shall be at least one collection per week from restaurants; cafes; diners; hamburger stands; coffee shops; coffee houses; fast food places; grocery stores; vegetable, meat, poultry or fish markets, or fresh drink stands; and any other commercial establishment generating food waste.

**4.150.180 Storage.**
No person shall store discarded materials ~~refuse, garbage or rubbish will be allowed to be stored~~ in trucks, trailers, vans, delivery wagons, pickup trucks, truck trailers or dump trucks, or~~and~~ any other unapproved storage containers for more than 48 hours.

**4.150.190 Bulky items.**
All bulky items (nonhazardous) left at curbside will be picked up by the franchisee during regularly scheduled route days and the account holder will be billed accordingly.

**4.150.200 Exception – Vacant establishments.**
The owner or person in possession, charge or control of any commercial establishment shall not be required to subscribe to services provided by a franchisee during such periods as the establishment is vacant and not generating or accumulating ~~solid waste, garbage or refuse~~discarded materials. Nor shall commercial establishments in residential units with a business license be subject to additional mandatory commercial collection.

**4.150.210 Placement of residential containers for collection purposes.**
Suitable containers for residential service, up to and including a fourplex, shall be placed in such a manner as not to be readily visible from public streets; provided, that during the time fixed for collection from the premises, ~~receptacles and plastic bags~~containers shall be placed for collection as follows:

A. ~~Residential containers~~Carts and customer owned containers shall be placed at the property line adjacent to a public street no earlier than 6:00 a.m. on the day designated for ~~refuse~~ collection, and shall be removed from public view by 6:00 p.m. on the day designated for ~~refuse~~ collection, ~~unless containers are housed in approved shelters~~except for approved customer owned containers which may remain in a bear box for solid waste collection. During snow removal conditions, franchisee is only required to

service bear boxes where a direct path of access at least 36 inches wide has been cleared of snow from the public street to the bear box.

B. ~~Refuse company personnel~~During snow removal conditions, franchisee shall ~~be responsible for the~~ return of containers to a location ~~20 feet back from the front property line~~ 10 feet outside of the right-of-way to avoid interference with or damage from city snow removal operations, so long as a path of access at least 36 inches wide has been cleared of snow from the public street to a point 10 feet outside of the right-of-way.

C. During ~~periods of heavy snow~~snow removal conditions, customers shall provide a clear path for the return of containers to a point ~~20 feet from said property line~~ 10 feet outside of the right-of way.

~~D. Containers which have become so damaged as to be no longer suitable for use, which no longer have tight-fitting lids, and are so designated by refuse company personnel, the city attorney, his/her designee, or the county health officer, shall be replaced by the customer with a suitable container.~~

~~E~~D. Shelter or housing for ~~refuse receptacles as well as commercial dumpsters~~ containers shall not be constructed or installed until approved by the city planning division.

**4.150.220 Placement of commercial containers for collection purposes.**
Suitable containers for commercial service, other than safety-approved dumpsters, shall be placed in such a manner as not to be readily visible from public streets; provided, that during the time fixed for collection from the premises, containers are placed for collection in such a manner as previously approved by franchisee.

Commercial containers shall be placed at the property line adjacent to a public street no earlier than 6:00 p.m. of the day prior to the day designated for ~~refuse~~ collection, and shall be removed from public view by 6:00 p.m. on the day designated for ~~refuse~~ collection, unless containers are housed in approved shelters. ~~Refuse company~~Franchisee personnel shall be responsible for the return of containers to the front property line. During ~~periods of heavy~~ snow removal conditions, ~~residents~~customer shall provide and maintain a clear path for the retrieval and return of containers to a point ~~20 feet behind the property line~~ 10 feet outside of the right-of-way. Shelter or housing for commercial dumpsters shall not be constructed or installed until approved by the city planning division.

Containers which have become so damaged as to be no longer suitable for use, which no longer have tight-fitting lids, and are so designated by ~~refuse company personnel~~franchisee, the city ~~attorney, his/her designee~~manager, or the county health officer shall be replaced by the resident and/or business owner with a suitable container.

**4.150.230 Placement of multiresidential containers for collection purposes.**
~~Suitable containers for m~~Multiresidential ~~service~~premises of five units or greater shall comply with either SLTCC 4.150.210 or 4.150.220, depending on whether the owner has elected to use residential containers or commercial containers.~~, up to and including a fourplex, shall be placed in such a manner as not to be readily visible from public streets; provided, that during the time fixed for collection from the premises, receptacles and plastic bags shall be placed for collection as follows:~~

~~A. Multiresidential containers shall be placed at the property line adjacent to a public street no earlier than 6:00 p.m. of the day prior to the day designated for refuse collection, and shall be removed from public view by 6:00 p.m. on the day designated for refuse collection, unless containers are housed in approved shelters.~~

~~B. Refuse company personnel shall be responsible for the return of containers to a location 20 feet back from the front property line.~~

~~C. During periods of heavy snow, customers shall provide and maintain a clear path for the return of containers to a point 20 feet from said property line.~~

~~D. Containers which have become so damaged as to be no longer suitable for use, which no longer have tight-fitting lids, and are so designated by refuse company personnel, the city attorney, his/her designee, or the county health officer shall be replaced by the customer with a suitable container.~~

~~E. Shelter or housing for multiresidential refuse receptacles shall not be constructed or installed until approved by the city planning division.~~

**4.150.240 Removal of containers from public view.**
All residential, including multiresidential, and commercial ~~refuse~~ containers, other than safety-approved dumpsters, shall be removed from public view not later than 6:00 p.m. on the appointed day of collection; provided, however, that ~~refuse~~ containers within shelters or housing approved in accordance with SLTCC 4.150.210(~~E~~D) shall be within such shelters or housing not later than 6:00 p.m. on the appointed day of collection.

**4.150.250 Owner's responsibility for other refuse.**
The collection and disposal of any refuse which is excepted from collection and disposal by ~~the refuse company~~franchisee shall be the sole responsibility of the owner upon whose property such refuse originates. The owner will not leave such refuse at the front property line or in such a manner as to be readily visible from the public street.

**4.150.260 Standards and responsibilities regarding dumpsters.**
A. Standards. The American National Standard Safety Requirements for the Stability of Refuse Bins (hereinafter known as Standards) is hereby adopted and incorporated in the South Lake Tahoe city code by reference. A full and complete copy of the requirements is on file in the South Lake Tahoe city clerk's office and in the business office of South Tahoe Refuse Company located at 2140 Ruth Avenue, South Lake Tahoe, CA.

B. Responsibilities. The following responsibilities shall apply:

1. Manufacturer Responsibility. It shall be the responsibility of the manufacturer of refuse bins to design and construct newly manufactured refuse bins in conformance with Sections 3 and 5 of the Standards.

Newly manufactured refuse bins shall have a permanent identification of the name of the manufacturer and either the date of manufacture or a code traceable to the date of manufacture.

A statement attesting to compliance with this standard shall also be provided on the permanent identification.

The manufacturer of refuse bins shall inform purchasers of the refuse bins of the applicable requirements of this standard.

2. Retrofitter Responsibility. It shall be the responsibility of persons who retrofit or modify refuse bins to modify or reconstruct in-service bins in conformance with Sections 3 and 5 of the Standards.

3. Owner Responsibility. It shall be the responsibility of the owner of refuse bins to ensure that refuse bins are modified or retrofitted to meet the requirements of the Standards.

It shall be the responsibility of the owner of refuse bins to ensure that the only refuse bins that are in conformance with Sections 3 and 5 of the Standards are used.

The owner of refuse bins shall inform the customer of necessary safety precautions and requirements associated with the use of the bins including, but not limited to, the requirements specified in subsections (B)(3)(a) through (d) of this section:

a. Refuse bins shall be placed on a hard, level, weather-resistant surface.

b. Refuse bins shall be loaded uniformly, with no refuse extending beyond the internal volume of the bin.

c. All safety features for stability shall be used, such as fasteners (where required) to secure the refuse bin to a stationary object.

d. The customer shall inform the owner of the refuse bins of any damage, defect or malfunction of the refuse bin.

The owners shall train their employees in the use, handling and placement of refuse bins so as to be in conformance with the requirements of these Standards.

4. ~~Refuse~~ Franchisee Responsibility. The ~~refuse~~ franchisee shall train its employees in the use, handling and placement of refuse bins so as to be in conformance with the requirements of these Standards. The ~~refuse~~ franchisee shall inform the owner of the refuse bins of any damage, defect or malfunction of the refuse bin.

5. ~~Refuse~~ Franchisee Employee Responsibility. The employee of the ~~refuse~~ franchisee shall return the refuse bins to their original location after unloading. If the location of the refuse bins is not a hard, level, weather-resistant surface, the employee of the ~~refuse~~ franchisee shall notify the customer and the owner.

6. Customer Responsibility. The customer shall be responsible for ensuring that a hard, level, weather-resistant surface is provided for the placement of refuse bins.

The customer shall ensure that refuse bins used are placed on the customer's premises in conformance with the applicable requirements of the Standards.

## Division 2. Residential Units and Commercial Establishments

### 4.150.270 Required use of authorized collection.

Each person owning one or more improved residential units or commercial premises in the city, and each person occupying or having charge or control of improved residential or commercial premises in the city, shall make available for collection, not less than once each week on the appointed day and at the appointed time, all ~~refuse~~discarded material which has accumulated on such premises. Each person who is an owner, occupant or person in possession, charge or control of a parcel of property upon which there exists a residential unit or commercial enterprise shall subscribe to and use, and shall dispose of all ~~refuse~~ discarded material through, the regular ~~refuse~~ collection and disposal service of the city or its authorized ~~removal~~ franchisee.

### 4.150.280 Access to receptacles for collection purposes.

Each person required by the provisions of this chapter to accept mandatory ~~refuse~~ collection and disposal services shall provide reasonable access to ~~refuse receptacles~~containers on the appointed day of collection. Periods of inclement weather shall not excuse any such person from affording such reasonable access to ~~refuse receptacles~~containers.

~~**4.150.290 Increase in rates for failure to provide access.**~~
~~In the event that a person fails to comply with SLTCC 4.150.280, the removal franchisee may increase the rate for the collection and removal of refuse for that person by the total sum of 10 percent over the then-established rate for the month in which such noncompliance occurs. Upon cessation of the violation of SLTCC 4.150.280, the rate shall be reduced to the previously established rate.~~

**4.150.300 Liability for payment of fees.**
Each owner, occupant or person in possession, charge or control of a parcel of property upon which there exists a residential unit or commercial enterprise within the city is hereby made liable for the payment of the ~~refuse~~ collection fees levied against such premises for required ~~refuse~~ collection services, irrespective of the actual use of the ~~refuse~~ collection services provided by the city or its authorized ~~removal~~ franchisee. Services made available to those premises required to receive such services shall be considered as services utilized. It shall be the duty of the owner of such premises to provide for payment of the ~~refuse~~ collection ~~and disposal~~ fees. It shall be the duty of the franchisee to bill separately each residential unit.

Nothing in this section shall prevent an arrangement for the continuance of an existing arrangement under which payments of ~~refuse~~ collection fees are made by a tenant or tenants or any agent on behalf of the owner. Any such arrangement will not affect the owner's obligation to the city or its authorized ~~removal~~ franchisee.

**4.150.310 Billing and collection – Discounts – Penalty for delinquent payments.**
~~Refuse c~~Collection fees shall be billed and paid in advance on a monthly, bi-monthly, or quarterly basis. Payment shall be due upon, and shall become delinquent after, the fifteenth day following the date of billing. Notwithstanding the above, each person who receives a bill for quarterly service shall have the option of paying for service through the end of the year billed.

A finance charge of one and one-half percent of the amount of the fee shall be added at the end of each month following the delinquency date.

**4.150.320 Fee a civil debt.**
The ~~refuse~~ collection fee shall be a civil debt owed by the owner, occupant or person in possession, charge or control of the real property and/or structures of a residential unit or commercial enterprise. In the event that any civil action to enforce the collection of the ~~refuse~~ collection fee is brought in any court, the prevailing party shall be entitled to reasonable attorney's fees to be determined by the court. The prevailing party shall be the party in whose favor final judgment is entered.

**4.150.330 Mandatory collection areas.**
A mandatory collection area is established and shall consist of the current incorporated city limits of the city of South Lake Tahoe within the Lake Tahoe basin, county of El Dorado, state of California.

**4.150.340 Liability for payment of fees – Mandatory collection.**
Each owner, occupant or person in possession, charge or control of any collection premises located in a mandatory collection area is hereby made liable jointly and severally for the payments of the solid waste collection, processing and disposal fees levied against such premises for required solid waste collection, processing and disposal services, irrespective of the actual use of the service provided by the district or grantee. Services made available to those premises required to receive service shall be considered as services utilized. It shall be the duty of the owner of such premises to provide for the payment of the services.

**4.150.350 Billing cycle and penalty for delinquent payments.**
Solid waste collection fees may be billed and paid in advance on a monthly, bi-monthly, or quarterly basis. Payment shall be due upon, and shall become delinquent 15 days after, the date of any billing. A finance charge and late payment penalty as permitted by law shall be added at the end of each month following the delinquency date.

**4.150.360 Discontinuation of service.**
The city may direct the franchisee to discontinue service for any customer whose account remains unpaid for 60 days after the date of billing as long as the customer has received a notice on a form approved by the city manager or his/her designee stating that service will be discontinued 15 days from the date of the notice if payment is not made by that time. Upon payment of the delinquent fees, collection shall resume on the next regularly scheduled collection day. Fees shall continue to be assessed and billed notwithstanding that service has been discontinued and notice of same shall be included in the form sent to the customer.

**4.150.370 Lien for 180-day delinquencies.**
Mandatory collection fees authorized pursuant to these articles, which remain unpaid for a period of 180 days or more, after the date upon which they were billed, may be collected thereafter by the franchisee as provided herein.

A. Once a year the franchisee shall cause to be prepared a report of delinquent fees. The city planning commission shall fix a time, date and place for a public hearing for the report and any objections or protests thereto.

B. The commission shall cause notice of the hearing to be mailed, by certified mail, return receipt requested to the landowners listed on the report as well as publication of notice of the hearing in a newspaper of general circulation as well as posted pursuant to law not less than 30 days prior to the date of the hearing.

C. At the hearing, the commission shall hear any objections or protests of landowners liable for delinquent fees. The commission may make such revisions or corrections to the report as is deemed just and thereafter the report shall be forwarded to the city council for confirmation. Notice of the hearing to confirm the report shall be mailed to the landowners listed on the report.

D. The delinquent fees set forth in the report as confirmed shall constitute a special assessment against the respective parcels of land and are a lien of the property for such delinquent fees. A certified copy of the confirmed report shall be filed with the county auditor and/or county recorder's office on or before August 10th, for the amounts of the respective assessments against the respective parcels of land as they appear on the current assessment roll. The lien created attaches upon recordation of the office of the county recorder of the county in which the property is situated with a certified copy of the resolution of confirmation. The assessment may be collected at the same time and in the same manner as ordinary county ad valorem property taxes. All laws applicable to the levy, collection and enforcement of ad valorem property taxes shall be applicable to such lien, except that if the real property to which such lien would attach has been transferred or conveyed to a bona fide purchaser for value, or if a lien of a bona fide purchaser for value has been created and attaches thereon, prior to the date on which the first installment of such taxes should become delinquent, then the lien which would otherwise be imposed by this section shall not attach to such real property and the delinquency fees, as confirmed relating to such property, shall be transferred to the unsecured roll for collection or a private collection agency.

**4.150.390 Exemptions.**
A. The provisions of this article shall not apply to any of residential units or commercial enterprises which are not connected to water and electric power and where water or electric power cannot be

provided to such premises without action by a public utility or mutual water company; provided, that such exemption shall terminate upon reconnection of water and electric power.

B. Provisions of this article shall not apply to any commercial enterprise which fully suspends its operation due to the seasonal nature of its particular business.

C. Provisions of this article shall not apply to any home business which operates fully out of a residential property, complies with business license requirements and does not exceed residential discarded material~~refuse~~ limitations.

D. Exemption from the mandatory collection may be granted to nonresidential and non-food-producing businesses which submit a waste management plan to the city analyzing the business waste stream, and documenting: (1) the ability to recycle or reuse more than 50 percent of that waste stream; (2) the ability to source separate organic waste from other waste and either recycle its organic waste on site or self-haul its own organic waste for recycling. Any business that received an exemption from mandatory collection under this subsection (D) prior to January 1, 2022, and desires to maintain its exemption from mandatory collection shall submit a new request to the city containing the information required by this subsection prior to January 31, 2022.

Any person claiming an exemption pursuant to subsection (A) or (B) of this section shall file a statement under oath or under penalty of perjury with the city removal franchisee stating the facts upon which exemption is claimed and, in the absence of such statement substantiating the claim, such person shall be liable for the payment of the ~~refuse~~ collection fees required by this article.

The removal franchisee, after giving notice of not less than 10 days and a reasonable opportunity for hearing to any person claiming an exemption pursuant to this section, may revoke any exemption granted upon information that the person is not entitled to the exemption as provided herein.

## Article IV. Prohibited Acts and Enforcement

### 4.150.400 Collection or disposal by unauthorized persons.

No person, other than those persons permitted by the terms of this chapter, shall collect, ~~and/or~~ dispose of, or process ~~refuse~~discarded materials, for commercial gain, in, along or over any public street, alley or highway in the city. No two or more owners of separate properties shall organize to jointly or collectively remove ~~refuse~~discarded materials from their respective properties.

### 4.150.410 Placement of ~~refuse~~discarded materials in receptacle or upon land of another.

No person shall place ~~refuse~~discarded materials upon the land of another, or in the ~~refuse receptacle~~container of another, or upon premises other than those from which ~~refuse~~the discarded materials originated, for the purpose of making such ~~refuse~~discarded materials available for collection and disposal. This section shall not prohibit the deposit of ~~refuse~~discarded materials at a duly permitted transfer station.

### 4.150.420 Placement of ~~refuse~~ containers on vacant lots.

No person shall place ~~refuse or a refuse receptacle~~a container, including dumpsters, upon a vacant lot or any site from which the ~~refuse~~discarded material was not originally generated. This includes property owned, leased, or rented by the person generating the ~~refuse~~discarded material.

### 4.150.430 Placement for collection of items other than ~~refuse~~discarded materials.

No person shall place for collection and disposal, or place in public view, any item other than ~~refuse~~discarded materials~~,~~ or bulky items ~~or other waste, including cardboard or any other paper product and carpeting, carpet pads and associated flooring materials~~.

Neither the city, nor its authorized franchisee, shall collect or dispose of any item other than ~~refuse or other waste~~discarded materials or bulky items; provided, that this section shall not prohibit the deposit and disposal of any item at a duly permitted transfer station.

**4.150.440 Littering public or private property.**
No person shall throw, place, scatter, dump or otherwise deposit any refuse or other waste in or upon the private property of another. No person shall throw, place, scatter, dump or otherwise deposit any refuse or other waste in or upon any public property.

**4.150.450 Burning refuse.**
No person shall burn refuse within the city unless such act complies with all applicable laws of each and every jurisdictional agency.

**4.150.460 Rendering of fat, distillation of bones, etc.**
No person shall render any meat, grease, fat, offal, bones, animals, animal parts, animal substances, garbage, fish or parts of fish, or distill bones or reduce refuse, offal or dead animals or operate or conduct any plant or establishment for the distillation of bones, or the rendering of fat, or further reduction of refuse, offal or dead animals.

**4.150.470 Bringing ~~refuse~~discarded materials into the city.**
No person shall bring into or cause to be brought into the city any ~~refuse~~discarded materials or receive or possess any ~~refuse~~discarded materials brought into the city from beyond the city limits; provided, that the provisions of this section shall not apply to ~~refuse~~discarded materials being transported directly to, and received at, a duly permitted transfer station.

**4.150.480 Storing of ~~refuse or waste~~discarded materials inside buildings.**
No person shall keep or maintain any ~~refuse or other waste~~discarded materials inside any building in violation of any provision of law.

**4.150.490 Connection of water or electrical services prior to issuance of permit.**
No person shall connect or cause to be connected to any residential unit not then receiving such services any water or electrical service without first obtaining from the city manager ~~or his/her designee~~ a permit therefor. Such permit shall be issued by the city manager ~~or his/her designee~~ upon request of any person without fee. ~~Refuse c~~Collection fees shall be charged for service to such residential unit upon the issuance of such a permit or occupancy of such unit, whichever first occurs. The sole purpose of the permit required by this section is to advise the city manager ~~or his/her designee~~ that the residential unit should be charged ~~refuse~~ collection fees, and such permit shall not authorize the connection of any water or electrical services to any premises in violation of any other provision of law.

**4.150.500 Disclosure required upon sale of real property.**
No person shall sell, or act as an agent for the purpose of selling, any parcel of real property without first disclosing, in writing, the amount or amounts, if any, of unpaid collection fees due and owing for ~~refuse~~ collection services made available to such parcel of real property.

**4.150.505 Compliance inspections.**
The city or its agent may enter a commercial premises or common areas of a multiresidential property of five or more units to conduct a compliance inspection of any collection container or collection vehicle load, and may enter a transfer, processing, or disposal facility to conduct a compliance inspection. Compliance inspections may be performed without prior notice during normal business hours.

**4.150.510 Violations of chapter declared a nuisance.**
All violations of any portion of this chapter are hereby declared to be a nuisance and may be abated as such in the manner provided by law. Additionally and alternatively, violations of any portion of this chapter are subject to administrative citations and fines under Chapter 2.30 SLTCC.

## Article V. Recycling Regulations

### Division 1. Generally

**4.150.520 Purpose and intent of article.**
The purpose and intent of this article is to establish by ordinance:

A. The goal of recycling at least 50 percent, by weight, of the city of South Lake Tahoe's waste;

B. To require that the city of South Lake Tahoe develop and maintain a substantial, comprehensive, coordinated, and integrated recycling system for the efficient, cost-effective and environmentally sound disposal of waste;

C. To require the development and implementation of a solid waste management plan for the city of South Lake Tahoe;

D. To help preserve the quality of the environment for city of South Lake Tahoe residents by preserving resources, conserving energy, and reducing waste;

E. To improve the city of South Lake Tahoe's economy by creating useful and rewarding jobs for its residents; and

F. To protect and promote the health, safety, and well-being of the city of South Lake Tahoe residents.

**4.150.530 Collection of ~~general refuse~~discarded materials by other than exclusive franchisee prohibited.**
No ~~refuse~~ hauler or disposal company other than ~~the exclusive~~ franchisee ~~of the city~~ or its appropriately authorized designee shall in any way collect ~~refuse~~ discarded materials ~~or remove refuse placed in refuse disposal containers~~ from any location within the city limits. ~~No individual, company or entity other than city's exclusive franchisee may remove recyclable materials from refuse disposal containers once said material has been placed in those containers.~~

**4.150.540 Removal of recyclable materials from existing state-authorized buyback centers prohibited.**
No individual, company or entity other than ~~city's exclusive~~ franchisee, or its authorized designee, shall be authorized to remove recyclable materials from any state-authorized buyback center. Said locations, for purposes of clarity of this regulation, are identified as follows:

Ruth Avenue Recycling Center.

Nothing in this section shall be construed to limit any individual, company or entity other than ~~city's exclusive~~ franchisee from developing additional recycling sites; provided applicable zoning, building, fire and other requirements of local and state regulatory agencies are met.

~~**4.150.550 Reporting requirements.**~~
~~Any individual, company or entity engaging in the recycling materials must, prior to the commencement of such activities, obtain a permit from the city manager or his/her designee and any other city required permits and/or licenses. The permit will be issued when permitee provides the names, addresses and~~

telephone numbers of the owners/operators of recycling enterprise, the type of materials to be collected, the collection area, the market to which the materials collected will be shipped, and the method of such shipment. Thereafter, on a monthly basis, reports shall be submitted to the city manager who provides a detailed accounting of the following information:

A. The physical location of the recyclable materials operation;

B. The certified weight of the volumes of each product taken to market;

C. The market to which each of the materials was sent, along with the method of shipment;

D. An accounting (by weight) by geographical area (jurisdiction) from which the recyclables were collected.

On an annual basis, a compilation of the information provided to the city through the required monthly reporting process as specified herein, shall be provided to the city on a schedule to be determined by the city manager or his/her designee. All required information will be considered proprietary and not available for public information. Failure to provide required information will result in the revocation of this permit. Permit fee will cover reasonable costs of administration.

**4.150.560 Compliance with local, state and federal regulations.**

All individuals, companies or entities engaged in the collection of recyclable materials shall adhere to all applicable local, state and federal regulations in carrying out their operations. Such compliance shall include but not necessarily be limited to conducting operations from a location which has been approved by all applicable governmental entities for such use and utilizing appropriate recyclable material handling and hauling practices. To the extent that any recycling operation, by virtue of its size or nature, may become subject to laws relating to the provision of workers' compensation benefits, or other similar regulatory authority, the recycling operator shall comply with all such laws in existence.

**4.150.570 Disposal of unmarketable recyclable materials.**

Any recyclable materials collected by any individual, company or entity which cannot be stored or sustained in accordance with all applicable health, safety, fire, building, and visual codes and/or standards shall be turned over to the transfer station of the city's exclusive refuse franchisee and all applicable disposal fees shall be paid.

Anyone engaging in the disposal of such materials in any manner other than that described within this section shall be guilty of an infraction.

**4.150.580 Recyclable materials of city – No fee for processing.**

Any and all recycling collection services are subject to payment of a five percent franchise fee to the city if any fee is charged to the customers for service collection. Fee shall be based on gross revenue as reported on the annual city business licenses. In the event no fee is charged by the collection service, the city council may either waive the franchise fee or require that the collection service provide similar services to city facilities without charge.

**4.150.590 Indemnification of city by those engaged in recycling activities.**

Any person, company or entity engaged in recycling activities which requires removal and transport of recyclable materials over city rights-of-way shall obtain an encroachment permit from the public works department in accordance with Chapter 7.05 SLTCC, and any such encroachment permit issued shall be subject to the customary hold harmless and indemnity provisions established by city ordinance as contained in Chapter 7.05 SLTCC.

~~**4.150.600 No vesting of rights, entitlements or rights to operate recycling facilities shall be recognized prior to effective date of ordinance.**~~
~~No person, company or entity shall be deemed by the city council to have developed any legal, nonconforming use, vested right or entitlement to engage in recycling operations by virtue of commencement of recycling prior to the effective date of the ordinance codified in this chapter. No recycling operator, irrespective of the date of commencement of their recycling activities, shall be exempt from the requirements and regulations established by this article. Any person or business currently operating a recycling collection service shall obtain required permits within 60 days of the adoption of the ordinance codified in this chapter.~~

**4.150.610 Development of materials recovery facility prohibited.**
No person, company or entity shall develop or create any type of materials recovery facility (MRF) without review and approval by the city council to ensure consistency with the county integrated waste management plan during the term the ordinance codified in this chapter remains in effect.

## Division 2. Recycling Organic Waste

**4.150.620 Requirements for residential organic waste recycling.**
A. Owners and occupants of single-family units and multiresidential properties of four or less units shall:

1. Subscribe to the city's organic waste collection service for organic waste generated, except for food waste and food-soiled paper; and

2. Participate in the city's organic waste collection service by placing organic waste generated, except for food waste and food-soiled paper, in a separate container in accordance with SLTCC 4.150.110.

B. Owners of multiresidential properties of five or more units who have not received a de minimis waiver or physical space waiver shall:

1. Subscribe to the city's organic waste collection service;

2. Participate in the city's organic waste collection service by placing organic waste generated, except for food waste and food-soiled paper, in a separate container in accordance with SLTCC 4.150.120;

3. Annually provide information to tenants about organic waste recovery requirements and about proper sorting of organic waste;

4. Provide educational information within 14 days of occupation of the premises to new tenants that describes requirements to keep organic waste separated and the location of containers and the rules governing their use at the property; and

5. Provide access for the city or its agent to the property during all inspections conducted under SLTCC 4.150.505 to confirm compliance with the requirements of this division.

C. De Minimis Waiver.

1. Owners of multiresidential properties of five or more units may request a de minimis waiver from some or all of the requirements of this section by submitting the following information:

a. The requirements requested to be waived;

b. Documentation that either: (a) the multiresidential property's total solid waste collection service is two cubic yards or more per week and source separated organic waste subject to collection comprises less than 20 gallons per week; or (b) the multiresidential property's total solid waste collection service is less than two cubic yards per week and source separated organic waste subject to collection comprises less than 10 gallons per week.

2. A de minimis waiver granted by the city will be effective for five years unless circumstances change such that the thresholds are exceeded, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in this subsection (C).

D. Physical Space Waiver.

1. Owners of multiresidential properties of five or more units may request a physical space waiver from some or all of the requirements of this section by submitting documentation from the franchisee, a licensed architect, or a licensed engineer demonstrating that the premises lacks adequate space for the organic waste container that would otherwise be required.

2. The city manager may grant a physical space waiver based on the information submitted in addition to any evidence from city staff justifying the waiver. A physical space waiver granted by the city will be effective for five years unless the portion of the premises where containers are stored is reconfigured, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in subsection (D)(1).

**4.150.630 Requirements for commercial organic waste recycling.**

A. Owners and operators of commercial businesses generating more than two cubic yards of solid waste per week and have not received a physical space waiver shall arrange for organic waste recycling services, including food waste, consisting of at least one of the following:

1. Source separating organic waste from other waste and subscribing to a basic level of organic waste recycling services that includes collection and recycling of organic waste, including food waste;

2. Recycling organic waste on site or self-hauling organic waste, including food waste, for recycling; or

3. Subscribing to an organic waste recycling service that may include mixed waste processing that specifically recycles organic waste, including food waste; and

4. For owners and operators of commercial businesses complying with this subsection (A) through means other than subscribing to an organic waste recycling service provided by the city's franchisee, an annual report shall be provided to the city by October 1st of each year to certify compliance through on-site recycling or self-hauling. Annual reports shall include the following information for the preceding 12-month period of June 30th to July 1st:

a. The name of the owner and operator for the commercial business;

b. The name and address for the commercial business; and

c. The volume in cubic yards or gallons, measured by the size of the containers in use, of organic waste recycled on site, through self-hauling including the destination(s), or by other means.

B. In addition to the applicable requirements of subsection (A) of this section, owners and operators of commercial businesses not granted an exemption from mandatory collection under SLTCC 4.150.390 and who have not received a de minimis waiver or physical space waiver shall:

1. Subscribe to the city's organic waste collection service;

2. Participate in the city's organic waste collection service by placing organic waste generated, except for food waste and food-soiled paper, in a separate container for collection;

3. Provide labeled containers for the collection of organic waste, except for food waste and food-soiled paper, if any is generated by the business or its customers, in all indoor and outdoor areas where disposal containers are provided for customers, except in restrooms;

4. Prohibit employees from placing materials in a container not designated for those materials, to the extent practical through measures such as education, training, and inspection;

5. Periodically inspect the organic waste container for contamination and take corrective measures when contamination is found including reminding employees not to place materials in a container not designated for those materials;

6. Annually provide information to employees, contractors, tenants, and customers about organic waste recovery requirements and about proper sorting of organic waste;

7. Provide education information before or within 14 days of occupation of the premises to new tenants that describes requirements to keep organic waste materials, except for food waste, separated and the location of containers and the rules governing their use; and

8. Provide access to the city or its agent to its properties during all inspections conducted under SLTCC 4.150.505 to confirm compliance with the requirements of this division.

C. In addition to the applicable requirements of subsections (A) and (B) of this section, owners and operators of tier one commercial edible food generators shall:

1. Arrange to recover the maximum amount of edible food that would otherwise be disposed;

2. Contract with food recovery organizations or food recovery services for collection or acceptance of self-hauled edible food for food recovery;

3. Allow the city or agent to access the premises and review records pursuant to Section 18991.4 of Title 14 of the California Code of Regulations, as may be amended from time to time; and

4. Keep records that include the following information as required by Section 18991.4 of Title 14 of the California Code of Regulations, as may be amended from time to time:

a. A list of each food recovery service or organization that collects or receives the generator's edible food pursuant to contract;

b. A copy of all such contracts;

c. A record of the following information for each contracted food recovery service or food recovery organization:

i. Name, address, and contact information;

ii. Types of food that will be collected or self-hauled;

iii. Established frequency that food will be collected or self-hauled; and

iv. Quantity of food, measured in pounds recovered per month, collected or self-hauled.

D. Commencing on January 1, 2024, owners and operators of tier two commercial edible food generators shall:

1. Comply with the requirements for tier one commercial edible food generators in this section; and

2. For large venue or large event operators not providing food services, but allowing for food to be provided by others, require food facilities operating at the large venue or large event to comply with the requirements for tier one commercial edible food generators in this section.

E. De Minimis Waiver.

1. Owners and operators of commercial businesses may request a de minimis waiver from some or all of the requirements ~~of this section~~subsections (A) and (B) of this section by submitting the following information:

a. The requirements requested to be waived;

b. Documentation that either: (a) the commercial business's total solid waste collection service is two cubic yards or more per week and source separated organic waste subject to collection comprises less than 20 gallons per week; or (b) the commercial business's total solid waste collection service is less than two cubic yards per week and source separated organic waste subject to collection comprises less than 10 gallons per week.

2. A de minimis waiver granted by the city will be effective for five years unless circumstances change such that the thresholds are exceeded, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in this subsection (E).

F. Physical Space Waiver.

1. Owners and operators of commercial businesses may request a physical space waiver from some or all of the requirements of subsections (A) and (B) of this section by submitting documentation from the franchisee, a licensed architect, or a licensed engineer demonstrating that the premises lacks adequate space for the organic waste container that would otherwise be required.

2. The city manager may grant a physical space waiver based on the information submitted in addition to any evidence from city staff justifying the waiver. A physical space waiver granted by the city will be effective for five years unless the portion of the premises where containers are stored is reconfigured, in which case the city will rescind the waiver. An applicant may reapply prior to the expiration of its waiver by providing the required information in subsection (F)(1).

**4.150.640 Requirements for food recovery organizations and services.**

A. Owners and operators of food recovery services maintaining their principal place of business within the city and having a contract with commercial edible food generators to collect or receive edible food directly shall:

1. Report to the city the total pounds of edible food recovered for the previous calendar year from tier one and tier two commercial edible food generators with which the food recovery service has

contracted, no later than October 1st of each year for the preceding 12-month period of June 30th to July 1st; and

2. Maintain the following records:

a. Name, address, and contact information for each commercial food generator from which edible food is collected;

b. Quantity, measured in pounds per month, of edible food collected from each commercial edible food generator;

c. Quantity, measured in pounds per month, of edible food transported to each food recovery organization; and

d. Name, address, and contact information for each food recovery organization to which the food recovery service transports edible food.

B. Owners and operators of food recovery organizations maintaining their principal place of business within the city and having a contract to collect or receive edible food directly shall:

1. Report to the city the total pounds of edible food recovered for the previous calendar year from tier one and tier two commercial edible food generators with which the food recovery service has contracted, no later than October 1st of each year for the preceding 12-month period of June 30th to July 1st; and

2. Maintain the following records:

a. Name, address, and contact information for each commercial food generator from which edible food is received;

b. Quantity, measured in pounds per month, of edible food received from each commercial edible food generator; and

c. Name, address, and contact information for each food recovery service from which edible food is received.

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: T3xOTHgv64Gaf309m2uf | **Proof Updated: Jun. 04, 2024 at 03:36pm PDT**
Notice Name: Refuse and Garbage 3 Cart System | Publisher ID: 325456

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

| FILER | FILING FOR |
|---|---|
| CITY OF SOUTH LAKE TAHOE CITY CLERK<br>sblankenship@cityofslt.us<br>(530) 542-6005 | Tahoe Daily Tribune |

| | | | |
|---|---|---|---|
| **Columns Wide:** | 2 | **Ad Class:** | Legals |
| **Total Column Inches:** | 9.78 | | |
| **Number of Lines:** | 49 | | |

| | |
|---|---|
| 06/07/2024: Other Notice | 136.52 |
| Internet Flat Fee Charge | 40.00 |
| Affidavit flat charge | 10.00 |

| | |
|---|---|
| Subtotal | $186.52 |
| Tax | $0.00 |
| Processing Fee | $0.00 |
| **Total** | **$186.52** |

See Proof on Next Page

LEGAL PUBLICATION

CITY OF SOUTH LAKE TAHOE
SUMMARY OF PROPOSED ORDINANCE

NOTICE IS HEREBY GIVEN that on June 4, 2024, the City of South Lake Tahoe City Council waived first reading, read by title and referred to second reading and adoption at the June 18, 2024, City Council meeting the following ordinance:

**"An Ordinance Amending Chapter 4.150 (Refuse and Garbage) of the South Lake Tahoe City Code to Implement Residential 3-Cart System for Solid Waste, Recyclables, and Yard Trimmings"**

City Attorney's Summary of Ordinance:

"This ordinance would amend Chapter 4.150 of the South Lake Tahoe City Code to implement the residential 3-cart system for solid waste, recyclables, and yard trimmings in compliance with state law and the City's franchise agreement with South Tahoe Refuse, executed on August 22, 2023. The ordinance generally requires residential customers to use the three carts to be provided by South Tahoe Refuse, and to place the carts at the property line adjacent to the street no earlier than 6:00am on collection day. The ordinance also allows multi-residential properties of five or more units to comply with either the residential 3-cart requirements or the requirements applicable to commercial customers, and allows for application for a physical space waiver upon evidence that a multi-residential or commercial premises lacks adequate space for the containers otherwise required."

A copy of the proposed ordinance in its entirety is available for review at the City Clerk's Office or by contacting the City Clerk.

Susan Blankenship
Susan Blankenship, City Clerk
sblankenship@cityofslt.us
City of South Lake Tahoe
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, Ca 96150
(530) 542-6005

**Published: June 7, 2024**

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**12

**Agenda Item:** Excusing Mayor Pro Tem John Friedrich from Attending City Council Meetings on May 21, June 4, and June 18 Due to Illness

**Executive Summary:** Adoption of this resolution would excuse Mayor Pro Tem Friedrich's absences from three City Council meetings due to illness.

**Requested Action / Suggested Motions:** Pass a Resolution excusing Mayor Pro Tem John Friedrich from attending City Council meetings on May 21, June 4, and June 18 due to illness.

**Responsible Staff Member:** Heather Stroud, City Attorney

**Reviewed and Approved By:** Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance

**Attachments:**

01 - Staff Report - Excusing Absences.docx
02 - Resolution - Excusing Absences.docx

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

## Meeting Date: June 18, 2024

**Title: Excusing Mayor Pro Tem John Friedrich from Attending City Council Meetings on May 21, June 4, and June 18 Due to Illness**

**Location:** "Citywide"

**Responsible Staff Member:** Heather Stroud, City Attorney (530) 542-6046

**Background:** Under California Government Code section 36513, "[i]f a councilmember is absent without permission from all regular city council meetings for 60 days consecutively from the last regular meeting he or she attended, his or her office becomes vacant and shall be filled as any other vacancy." Mayor Pro Tem Friedrich has been unable to attend the last three City Council meetings due to illness. The May 21 meeting was cancelled due to lack of a quorum of councilmembers available to participate within the jurisdiction.

**Issue and Discussion:** Staff recommends adopting a resolution to excuse Mayor Pro Tem Friedrich's absences, as he has been ill and unable to attend meetings since the last meeting he attended remotely on May 7, 2024. If no action were taken, his seat would be considered vacated 60 days from that date on July 6, 2024. Adoption of this resolution will avoid the absences being "without permission" such that this council seat is not vacated while Mayor Pro Tem Friedrich is recovering from illness.

**Financial Implications:** This action has no fiscal implications.

**Environmental Considerations:** This action is not a "project" requiring environmental review under the California Environmental Quality Act ("CEQA") under CEQA Guidelines sections 15372(b)(2) (continuing administrative activities such as personnel-related actions) and 15378(b)(5) (organizational or administrative activities that will not result in direct or indirect physical changes in the environment).

**Policy Implications:** The proposed resolution would excuse Mayor Pro Tem Friedrich's absences from three City Council meetings due to illness, avoiding a vacant seat and the need to appoint a person to fill the seat until the election in November 2024.

# Resolution 2024-XXX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

## Excusing Mayor Pro Tem John Friedrich from Attending City Council Meetings on May 21, June 4, and June 18 Due to Illness

**BACKGROUND**

A. Under California Government Code section 36513, "[i]f a councilmember is absent without permission from all regular city council meetings for 60 days consecutively from the last regular meeting he or she attended, his or her office becomes vacant and shall be filled as any other vacancy."

B. The last regular city council meeting Mayor Pro Tem John Friedrich was able to attend was on May 7, 2024.

C. Mayor Pro Tem Friedrich has been unable to attend the last three City Council meetings on May 21, June 4, and June 18 due to illness. The May 21 meeting was cancelled due to lack of a quorum of councilmembers available to participate within the jurisdiction.

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

Finds that Mayor Pro Tem Friedrich is excused from attending the regular City Council meetings on May 21, 2024, June 4, 2024, and June 18, 2024, due to illness.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 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**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**13

**Agenda Item:** Approval of City Salary Table

**Executive Summary:** The proposed Resolution approves City Salary Table in accordance with 2 California Code of Regulations section 570.5 and CalPERS requirements that the City Council duly approve and adopt publicly available pay schedules that include the effective date.

**Requested Action / Suggested Motions:** Pass a Resolution approving the City Salary Table in compliance with the California Code of Regulations and CalPERS requirements.

**Responsible Staff Member:** Ember Buckman, Human Resources Manager

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

**Attachments:**

01-Staff Report Approval of City Salary Tables.docx
02-Resolution Approval City Salary Table.docx
03 - City of South Lake Tahoe Salary Table 06 04 2024 (Exh A to Reso).pdf

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

**Meeting Date:** June 18, 2024

**Title:** Approval of City Salary Table

**Location:** Citywide

**Responsible Staff Member:** Ember Buckman, Human Resources Manager (530) 542-6050

**Background:**
Title 2 of the California Code of Regulations section 570.5 and the California Public Employees' Retirement System (CalPERS) mandate that publicly available pay schedules must be officially approved and adopted by the employer's governing body in compliance with relevant public meeting laws. The adopted pay schedules must also include an effective date and the date of any revisions.

**Issue and Discussion:**
The City is required to adhere to CCR 570.5 and CalPERS regulations. To fulfill this obligation, the City Council must approve the final version of the City Salary Table whenever changes are made to it. The attached salary table includes preapproved revisions and essential information such as the effective date and date of revision, which are mandatory as per CCR 570.5 and CalPERS.

The goal is to publish this salary table on the City's website in line with CCR 570.5 and CalPERS regulations.

**Financial Implications:** There are no financial consequences associated with approving the City Salary Table.

**Environmental Considerations:** Approval of the City Salary table is not a project subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(2) (continuing administrative activities such as personnel-related actions).

**Policy Implications:** Approval of the City Salary Table complies with the California Code of Regulations and CalPERS requirements.

# Resolution 2024-XXX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18. 2024**

**Approving the City Salary Table in compliance with the California Code of Regulations and CalPERS requirements**

## BACKGROUND

A. Title 2 of California Code of Regulations, section 570.5 (CCR 570.5) and the California Public Employees Retirement System (CalPERS) require publicly available Salary Tables to be duly approved by the City Council and include an effective date including any revisions.

B. To comply with CCR 570.5 and CalPERS requirements, the City Salary Tables is being brought to the City Council for approval.

**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 City salary table attached hereto as Exhibit A

Adopted by the City of South Lake Tahoe City Council on June 18, 2024, 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 Salary Schedule
## Adoption Date: 06/18/2024

**City Council**
- Salary Schedule effective date: pay period containing 01/23/2023
- Revision Date:02/06/2023
- Salary Increase approved on: 11/01/2022

**City Treasurer**
- Salary Schedule effective date: pay period containing 01/23/2023
- Revision Date:02/06/2023
- Salary Increase approved on: 10/04/2022

**City Manager and City Attorney**
- Salary Schedule effective date: pay period containing 10/01/2023
- Revision Date:10/10/2023
- Salary Increase approved on: 09/26/2023

**Police Officers' Association (Elimination of deferred comp City match)**
- Salary Schedule effective date: pay period containing 11/25/2023
- Revision Date:12/08/2023
- Salary Increase approved on: 11/21/2023

**Police Supervisors' Committee**
- Salary Schedule effective date: pay period containing 10/01/2023
- Revision Date:11/28/2023
- Salary Increase approved on 11/21/2023

**Police Supervisors' Committee (Public Safety Dispatcher Supervisor)**
- Salary Schedule effective date: pay period containing 11/25/2023
- Revision Date:02/06/2024
- Salary Increase approved on 11/21/2023

**Police Employees' Association (Elimination of deferred comp City match)**
- Salary Scheule effective date: pay period containing 01/01/2024
- Revision Date:01/18/2024
- Salary Increase Approved on 1/09/2024

**Firefighters' Association**
- Salary Schedule effective date: pay period containing 10/01/2023
- Revision Date:10/10/2023
- Salary Increase approved on: 09/06/2023

**Seasonal and Temporary Positions**
- Salary Schedule effective date: 01/01/2024
- Revision Date:01/08/2024
- Salary Increase Approved on: 12/12/2023

**Seasonal/Temporary (Reserve Officer Annuitant)**
- Salary Schedule effective date: pay period containing 11/25/2023
- Revision Date:01/18/2024
- Salary Increase approved on 11/21/2023

# City of South Lake Tahoe Salary Schedule
## Adoption Date: 06/18/2024

- **Seasonal/Temporary (Recreation Instructor)**

- Salary Schedule effective date: pay period containing 03/16/2024
- Revision Date:03/13/2024
- Salary Increase approved on: 03/12/2024

**Unrepresented Employee Group including City Clerk (Elimination of Y-rating)**

- Salary Schedule effective date: pay period containing 10/01/2023
- Revision Date:03/29/2024
- Salary Increase Approved on: 03/26/2024

- **Unrepresented Employee Group (Fire Division Chief)**

- Salary Schedule effective date: pay period containing 03/16/2024
- Revision Date: 03/13/2024
- Salary Schedule Approved on: 03/12/2024

**Local 39 General and Public Works**

- Salary Schedule effective date: pay period containing 10/01/2023
- Revision Date:11/28/2023
- Salary Increase Approved on: 11/21/2023

- **Local 39 General and Public Works (Recreation Program Coordinator)**

- Salary Schedule effective date: pay period containing 03/16/2024
- Revision Date:03/13/2024
- Salary Schedule Approved on: 03/12/2024

- **Local 39 General & Public Works (Associate Architect)**

- Salary Schedule effective date: pay period containing 05/07/2024
- Revision Date:05/16/2024
- Salary Schedule approved on: 05/07/2024

**Local 39 Administrative and Confidential**

- Salary Schedule effective date: Pay period containing 10/01/2023
- Revision Date:11/28/2023
- Salary Increase Approved on: 11/21/2023

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 1100

**0010** **CITY CLERK**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1100/1138/01 | 47.8593 | 8,295 |
| 1100/1138/02 | 50.2487 | 8,709 |
| 1100/1138/03 | 52.7641 | 9,145 |
| 1100/1138/04 | 55.4009 | 9,602 |
| 1100/1138/05 | 58.1746 | 10,083 |

**0020** **CITY COUNCIL**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1100/0020/01 | 0.0000 | 1,264 |

**0030** **CITY TREASURER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1100/0030/01 | 0.0000 | 1,264 |

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 1200

**1200** **CITY ATTORNEY**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1200/1256/01 | 103.4403 | 17,929 |

**1280** **CITY MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1200/1258/01 | 106.9216 | 18,533 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 1300

**1620 CHIEF OF POLICE**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1300/1362/01 | 83.0585 | 14,396 |
| 1300/1362/02 | 87.2115 | 15,116 |
| 1300/1362/03 | 91.5721 | 15,872 |
| 1300/1362/04 | 96.1507 | 16,666 |
| 1300/1362/05 | 100.9582 | 17,499 |

**1350 DIR OF DEVELOPMENT SERVICES**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1300/1350/01 | 73.2556 | 12,697 |
| 1300/1350/02 | 76.9188 | 13,332 |
| 1300/1350/03 | 80.7647 | 13,999 |
| 1300/1350/04 | 84.8031 | 14,699 |
| 1300/1350/05 | 89.0431 | 15,434 |

**1340 DIRECTOR OF FINANCE**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1300/1340/01 | 73.2555 | 12,697 |
| 1300/1340/02 | 76.9188 | 13,332 |
| 1300/1340/03 | 80.7647 | 13,999 |
| 1300/1340/04 | 84.8031 | 14,699 |
| 1300/1340/05 | 89.0431 | 15,434 |

**2120 DIRECTOR OF PUBLIC WORKS**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1300/1445/01 | 73.8949 | 12,808 |
| 1300/1445/02 | 77.5897 | 13,448 |
| 1300/1445/03 | 81.4691 | 14,121 |
| 1300/1445/04 | 85.5427 | 14,827 |
| 1300/1445/05 | 89.8197 | 15,568 |

**1342 FIRE CHIEF**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1300/1320/01 | 82.2845 | 14,262 |
| 1300/1320/02 | 86.3988 | 14,975 |
| 1300/1320/03 | 90.7187 | 15,724 |
| 1300/1320/04 | 95.2547 | 16,510 |
| 1300/1320/05 | 100.0174 | 17,336 |

**2400 PARKS & REC DIRECTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1300/1420/01 | 73.2555 | 12,697 |
| 1300/1420/02 | 76.9188 | 13,332 |
| 1300/1420/03 | 80.7647 | 13,999 |
| 1300/1420/04 | 84.8031 | 14,699 |
| 1300/1420/05 | 89.0431 | 15,434 |

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 1301

**1240** **ASSISTANT CITY ATTORNEY**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1301/1240/01 | 70.4183 | 12,205 |
| 1301/1240/02 | 73.9392 | 12,816 |
| 1301/1240/03 | 77.6362 | 13,456 |
| 1301/1240/04 | 81.5180 | 14,129 |
| 1301/1240/05 | 85.5939 | 14,836 |

**1321** **ASSISTANT CITY MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1301/1321/01 | 82.1348 | 14,236 |
| 1301/1321/02 | 86.2416 | 14,948 |
| 1301/1321/03 | 90.5536 | 15,695 |
| 1301/1321/04 | 95.0813 | 16,480 |
| 1301/1321/05 | 99.8354 | 17,304 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 1400

**3427** **ACCOUNTANT I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1427/01 | 36.9515 | 6,404 |
| 1400/1427/02 | 38.7967 | 6,724 |
| 1400/1427/03 | 40.7409 | 7,061 |
| 1400/1427/04 | 42.7744 | 7,414 |
| 1400/1427/05 | 44.9171 | 7,785 |

**3430** **ACCOUNTANT II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/3430/01 | 42.4942 | 7,365 |
| 1400/3430/02 | 44.6189 | 7,733 |
| 1400/3430/03 | 46.8498 | 8,120 |
| 1400/3430/04 | 49.1923 | 8,526 |
| 1400/3430/05 | 51.6519 | 8,953 |

**3300** **ASSISTANT CITY CLERK**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1422/01 | 32.4159 | 5,618 |
| 1400/1422/02 | 34.0406 | 5,900 |
| 1400/1422/03 | 35.7441 | 6,195 |
| 1400/1422/04 | 37.5264 | 6,504 |
| 1400/1422/05 | 39.4071 | 6,830 |

**2040** **ASSISTANT MANAGEMENT ANALYST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1425/01 | 35.6840 | 6,185 |
| 1400/1425/02 | 37.4711 | 6,494 |
| 1400/1425/03 | 39.3467 | 6,820 |
| 1400/1425/04 | 41.3106 | 7,160 |
| 1400/1425/05 | 43.3727 | 7,517 |

**2060** **ASSOCIATE MANAGEMENT ANALYST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1430/01 | 39.2395 | 6,801 |
| 1400/1430/02 | 41.2059 | 7,142 |
| 1400/1430/03 | 43.2705 | 7,500 |
| 1400/1430/04 | 45.4322 | 7,874 |
| 1400/1430/05 | 47.7019 | 8,268 |

**1180** **BUILDING OFFICIAL**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1439/01 | 53.4956 | 9,272 |
| 1400/1439/02 | 56.1670 | 9,735 |
| 1400/1439/03 | 58.9753 | 10,222 |
| 1400/1439/04 | 61.9300 | 10,734 |
| 1400/1439/05 | 65.0264 | 11,271 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

**1459** **CAPITAL & FACILITIES PROG MGR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1459/01 | 61.2274 | 10,612 |
| 1400/1459/02 | 64.2887 | 11,143 |
| 1400/1459/03 | 67.5033 | 11,700 |
| 1400/1459/04 | 70.8783 | 12,285 |
| 1400/1459/05 | 74.4222 | 12,899 |

**1458** **COMPLETE STREETS PROG MGR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1458/01 | 61.2274 | 10,612 |
| 1400/1458/02 | 64.2887 | 11,143 |
| 1400/1458/03 | 67.5033 | 11,700 |
| 1400/1458/04 | 70.8783 | 12,285 |
| 1400/1458/05 | 74.4222 | 12,899 |

**2181** **ENGINEERING MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1442/01 | 61.2275 | 10,612 |
| 1400/1442/02 | 64.2888 | 11,143 |
| 1400/1442/03 | 67.5033 | 11,700 |
| 1400/1442/04 | 70.8784 | 12,285 |
| 1400/1442/05 | 74.4223 | 12,899 |

**3380** **FINANCIAL SERVICES MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1485/01 | 57.6609 | 9,994 |
| 1400/1485/02 | 60.5373 | 10,493 |
| 1400/1485/03 | 63.5686 | 11,018 |
| 1400/1485/04 | 66.7420 | 11,568 |
| 1400/1485/05 | 70.0830 | 12,147 |

**3375** **FINANCIAL SERVICES SUPERVISOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/3375/01 | 49.6580 | 8,607 |
| 1400/3375/02 | 52.1347 | 9,036 |
| 1400/3375/03 | 54.7483 | 9,489 |
| 1400/3375/04 | 57.4864 | 9,964 |
| 1400/3375/05 | 60.3656 | 10,463 |

**2510** **HOUSING MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1431/01 | 54.6364 | 9,470 |
| 1400/1431/02 | 57.3689 | 9,943 |
| 1400/1431/03 | 60.2339 | 10,440 |
| 1400/1431/04 | 63.2430 | 10,962 |
| 1400/1431/05 | 66.4088 | 11,510 |

**1300** **INFORMATION SYSTEMS MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|

| | | |
|---|---|---|
| 1400/1432/01 | 58.3687 | 10,117 |
| 1400/1432/02 | 61.2871 | 10,623 |
| 1400/1432/03 | 64.3514 | 11,154 |
| 1400/1432/04 | 67.5690 | 11,711 |
| 1400/1432/05 | 70.9475 | 12,297 |

**7101 MAINTENANCE MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1429/01 | 45.8763 | 7,951 |
| 1400/1429/02 | 48.1702 | 8,349 |
| 1400/1429/03 | 50.5787 | 8,766 |
| 1400/1429/04 | 53.1076 | 9,205 |
| 1400/1429/05 | 55.7630 | 9,665 |

**3681 OFFICE MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1418/01 | 41.2003 | 7,141 |
| 1400/1418/02 | 43.2641 | 7,499 |
| 1400/1418/03 | 45.4305 | 7,874 |
| 1400/1418/04 | 47.6995 | 8,267 |
| 1400/1418/05 | 50.0838 | 8,681 |

**1455 PLANNING MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1455/01 | 55.5474 | 9,628 |
| 1400/1455/02 | 58.3252 | 10,109 |
| 1400/1455/03 | 61.2391 | 10,614 |
| 1400/1455/04 | 64.2995 | 11,145 |
| 1400/1455/05 | 67.5168 | 11,702 |

**1414 PRINCIPAL MANAGEMENT ANALYST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1414/01 | 50.6381 | 8,777 |
| 1400/1414/02 | 53.1700 | 9,216 |
| 1400/1414/03 | 55.8284 | 9,676 |
| 1400/1414/04 | 58.6199 | 10,160 |
| 1400/1414/05 | 61.5508 | 10,668 |

**3350 RECREATION MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1400/1461/01 | 44.4941 | 7,712 |
| 1400/1461/02 | 46.7189 | 8,097 |
| 1400/1461/03 | 49.0548 | 8,502 |
| 1400/1461/04 | 51.5076 | 8,927 |
| 1400/1461/05 | 54.0829 | 9,374 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 1401

**1431 AIRPORT MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1401/1493/01 | 61.2274 | 10,612 |
| 1401/1493/02 | 64.2887 | 11,143 |
| 1401/1493/03 | 67.5033 | 11,700 |
| 1401/1493/04 | 70.8783 | 12,285 |
| 1401/1493/05 | 74.4222 | 12,899 |

**1454 COMMUNICATIONS & PROJECT SPEC**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1401/1454/01 | 37.0604 | 6,423 |
| 1401/1454/02 | 38.9134 | 6,745 |
| 1401/1454/03 | 40.8591 | 7,082 |
| 1401/1454/04 | 42.9021 | 7,436 |
| 1401/1454/05 | 45.0472 | 7,808 |

**1444 FIRE DIVISION CHIEF**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1401/1444/01 | 74.3649 | 12,889 |
| 1401/1444/02 | 78.0831 | 13,534 |
| 1401/1444/03 | 81.9873 | 14,211 |
| 1401/1444/04 | 86.0866 | 14,921 |
| 1401/1444/05 | 90.3910 | 15,667 |

**2310 FIRE MARSHALL**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4201/2310/01 | 61.1802 | 10,604 |
| 4201/2310/02 | 64.2393 | 11,134 |
| 4201/2310/03 | 67.4512 | 11,691 |
| 4201/2310/04 | 70.8238 | 12,276 |
| 4201/2310/05 | 74.3649 | 12,889 |

**3750 H.R.ANALYST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1401/1423/01 | 40.5053 | 7,020 |
| 1401/1423/02 | 42.5306 | 7,371 |
| 1401/1423/03 | 44.6571 | 7,740 |
| 1401/1423/04 | 46.8900 | 8,127 |
| 1401/1423/05 | 49.2345 | 8,533 |

**1091 HUMAN RESOURCE MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1401/1435/01 | 56.2668 | 9,752 |
| 1401/1435/02 | 59.0738 | 10,239 |
| 1401/1435/03 | 62.0318 | 10,752 |
| 1401/1435/04 | 65.1284 | 11,288 |
| 1401/1435/05 | 68.3887 | 11,854 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

**3751** **PRINCIPAL H.R. ANALYST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1401/1482/01 | 50.6401 | 8,777 |
| 1401/1482/02 | 53.1663 | 9,215 |
| 1401/1482/03 | 55.8286 | 9,676 |
| 1401/1482/04 | 58.6155 | 10,160 |
| 1401/1482/05 | 61.5497 | 10,668 |

**1462** **RISK MANAGER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1401/1462/01 | 44.3786 | 7,692 |
| 1401/1462/02 | 46.5975 | 8,076 |
| 1401/1462/03 | 48.9274 | 8,480 |
| 1401/1462/04 | 51.3738 | 8,904 |
| 1401/1462/05 | 53.9424 | 9,350 |

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 1500

**1545** **PAYROLL COORDINATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1500/1545/01 | 29.9452 | 5,190 |
| 1500/1545/02 | 31.4344 | 5,448 |
| 1500/1545/03 | 33.0094 | 5,721 |
| 1500/1545/04 | 34.6593 | 6,007 |
| 1500/1545/05 | 36.3950 | 6,308 |

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 1501

**6680** **PARALEGAL**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1501/6680/01 | 29.7060 | 5,149 |
| 1501/6680/02 | 31.1913 | 5,406 |
| 1501/6680/03 | 32.7507 | 5,676 |
| 1501/6680/04 | 34.3878 | 5,960 |
| 1501/6680/05 | 36.1075 | 6,258 |

**3474** **SUSTAINABILITY COORDINATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1501/3474/01 | 39.1906 | 6,793 |
| 1501/3474/02 | 41.1501 | 7,132 |
| 1501/3474/03 | 43.2076 | 7,489 |
| 1501/3474/04 | 45.3680 | 7,863 |
| 1501/3474/05 | 47.6364 | 8,256 |

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 1900

**2595** **POLICE LIEUTENANT**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 1900/1941/01 | 59.0419 | 10,233 |
| 1900/1941/02 | 61.9441 | 10,736 |
| 1900/1941/03 | 64.9935 | 11,265 |
| 1900/1941/04 | 68.1904 | 11,819 |
| 1900/1941/05 | 71.5573 | 12,403 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 3100

**2105 AIRPORT MAINTENANCE SUPERVISOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/1426/01 | 36.7417 | 6,368 |
| 3100/1426/02 | 38.5788 | 6,687 |
| 3100/1426/03 | 40.5078 | 7,021 |
| 3100/1426/04 | 42.5333 | 7,372 |
| 3100/1426/05 | 44.6600 | 7,741 |

**7202 EQUIPMENT MECHANIC I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3119/01 | 31.1282 | 5,395 |
| 3100/3119/02 | 32.6847 | 5,665 |
| 3100/3119/03 | 34.3189 | 5,948 |
| 3100/3119/04 | 36.0348 | 6,246 |
| 3100/3119/05 | 37.8366 | 6,558 |

**7201 EQUIPMENT MECHANIC II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3121/01 | 34.2477 | 5,936 |
| 3100/3121/02 | 35.9573 | 6,232 |
| 3100/3121/03 | 37.7557 | 6,544 |
| 3100/3121/04 | 39.6429 | 6,871 |
| 3100/3121/05 | 41.6207 | 7,214 |

**7203 EQUIPMENT MECHANIC III**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3126/01 | 37.7687 | 6,546 |
| 3100/3126/02 | 39.6629 | 6,874 |
| 3100/3126/03 | 41.6454 | 7,218 |
| 3100/3126/04 | 43.7163 | 7,577 |
| 3100/3126/05 | 45.9134 | 7,958 |

**6301 FLEET CONTROL SPECIALIST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3117/01 | 32.1185 | 5,567 |
| 3100/3117/02 | 33.7259 | 5,845 |
| 3100/3117/03 | 35.4111 | 6,137 |
| 3100/3117/04 | 37.1827 | 6,445 |
| 3100/3117/05 | 39.0351 | 6,766 |

**3190 MAINTENANCE TECH I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3190/01 | 20.0014 | 3,466 |
| 3100/3190/02 | 20.5046 | 3,554 |
| 3100/3190/03 | 21.0209 | 3,643 |
| 3100/3190/04 | 21.5503 | 3,735 |
| 3100/3190/05 | 22.0930 | 3,829 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

**3191** **MAINTENANCE TECH II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3191/01 | 22.5099 | 3,901 |
| 3100/3191/02 | 23.0727 | 3,999 |
| 3100/3191/03 | 23.6495 | 4,099 |
| 3100/3191/04 | 24.2408 | 4,201 |
| 3100/3191/05 | 24.8468 | 4,306 |

**3192** **MAINTENANCE TECH III**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3192/01 | 25.9946 | 4,505 |
| 3100/3192/02 | 27.2943 | 4,731 |
| 3100/3192/03 | 28.6590 | 4,967 |
| 3100/3192/04 | 30.0920 | 5,215 |
| 3100/3192/05 | 31.5966 | 5,476 |

**3193** **MAINTENANCE TECH IV**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3193/01 | 28.6027 | 4,957 |
| 3100/3193/02 | 30.0341 | 5,205 |
| 3100/3193/03 | 31.5313 | 5,465 |
| 3100/3193/04 | 33.1072 | 5,738 |
| 3100/3193/05 | 34.7619 | 6,025 |

**3195** **MAINTENANCE TECH LEAD**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3195/01 | 34.7619 | 6,025 |
| 3100/3195/02 | 36.4954 | 6,325 |
| 3100/3195/03 | 38.3208 | 6,642 |
| 3100/3195/04 | 40.2381 | 6,974 |
| 3100/3195/05 | 42.2474 | 7,322 |

**3914** **MAINTENANCE TECH V**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3100/3194/01 | 31.5313 | 5,465 |
| 3100/3194/02 | 33.1072 | 5,738 |
| 3100/3194/03 | 34.7619 | 6,025 |
| 3100/3194/04 | 36.4954 | 6,325 |
| 3100/3194/05 | 38.3208 | 6,642 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 3400

**3103 ACCOUNTING TECHNICIAN I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3411/01 | 22.0641 | 3,824 |
| 3400/3411/02 | 23.1673 | 4,015 |
| 3400/3411/03 | 24.3257 | 4,216 |
| 3400/3411/04 | 25.5420 | 4,427 |
| 3400/3411/05 | 26.8191 | 4,648 |

**3104 ACCOUNTING TECHNICIAN II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3415/01 | 27.5852 | 4,781 |
| 3400/3415/02 | 28.9644 | 5,020 |
| 3400/3415/03 | 30.4128 | 5,271 |
| 3400/3415/04 | 31.9333 | 5,535 |
| 3400/3415/05 | 33.5300 | 5,811 |

**3390 ADMINSTRATIVE ASSISTANT I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/1490/01 | 25.6388 | 4,444 |
| 3400/1490/02 | 26.9227 | 4,666 |
| 3400/1490/03 | 28.2631 | 4,898 |
| 3400/1490/04 | 29.6791 | 5,144 |
| 3400/1490/05 | 31.1612 | 5,401 |

**6381 ADMINISTRATIVE ASSISTANT II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3414/01 | 28.1971 | 4,887 |
| 3400/3414/02 | 29.6131 | 5,132 |
| 3400/3414/03 | 31.0857 | 5,388 |
| 3400/3414/04 | 32.6433 | 5,658 |
| 3400/3414/05 | 34.2764 | 5,941 |

**6500 ADMINISTRATIVE CLERK I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3402/01 | 19.8427 | 3,439 |
| 3400/3402/02 | 20.8315 | 3,610 |
| 3400/3402/03 | 21.8691 | 3,790 |
| 3400/3402/04 | 22.9655 | 3,980 |
| 3400/3402/05 | 24.1285 | 4,182 |

**6200 ADMINISTRATIVE CLERK II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3406/01 | 21.8351 | 3,784 |
| 3400/3406/02 | 22.9284 | 3,974 |
| 3400/3406/03 | 24.0801 | 4,173 |
| 3400/3406/04 | 25.2807 | 4,381 |
| 3400/3406/05 | 26.5451 | 4,601 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

**3140** **ASSISTANT PLANNER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3440/01 | 38.4199 | 6,659 |
| 3400/3440/02 | 40.3467 | 6,993 |
| 3400/3440/03 | 42.3593 | 7,342 |
| 3400/3440/04 | 44.4789 | 7,709 |
| 3400/3440/05 | 46.7183 | 8,097 |

**3432** **ASSOCIATE ARCHITECT**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3432/01 | 53.2413 | 9,228 |
| 3400/3432/02 | 55.9033 | 9,689 |
| 3400/3432/03 | 58.6976 | 10,174 |
| 3400/3432/04 | 61.6334 | 10,683 |
| 3400/3432/05 | 64.7108 | 11,216 |

**2190** **ASSOCIATE CIVIL ENGINEER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3435/01 | 53.2413 | 9,228 |
| 3400/3435/02 | 55.9033 | 9,689 |
| 3400/3435/03 | 58.6976 | 10,174 |
| 3400/3435/04 | 61.6334 | 10,683 |
| 3400/3435/05 | 64.7108 | 11,216 |

**2200** **ASSOCIATE PLANNER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3429/01 | 42.2815 | 7,328 |
| 3400/3429/02 | 44.3960 | 7,695 |
| 3400/3429/03 | 46.6144 | 8,079 |
| 3400/3429/04 | 48.9537 | 8,485 |
| 3400/3429/05 | 51.3911 | 8,907 |

**3179** **BUILDING INSPECTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3421/01 | 33.4291 | 5,794 |
| 3400/3421/02 | 35.1002 | 6,084 |
| 3400/3421/03 | 36.8542 | 6,388 |
| 3400/3421/04 | 38.6926 | 6,706 |
| 3400/3421/05 | 40.6303 | 7,042 |

**3720** **CODE COMPLIANCE INVESTIGATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3620/01 | 25.6011 | 4,437 |
| 3400/3620/02 | 26.8849 | 4,660 |
| 3400/3620/03 | 28.2254 | 4,892 |
| 3400/3620/04 | 29.6414 | 5,137 |
| 3400/3620/05 | 31.1235 | 5,394 |

**3785** **DEVELOPMENT SERVICES TECH**

| Index Key Value | Hourly | Monthly |
|---|---|---|

| | | |
|---|---|---|
| 3400/3785/01 | 29.9716 | 5,195 |
| 3400/3785/02 | 31.4752 | 5,455 |
| 3400/3785/03 | 33.0474 | 5,728 |
| 3400/3785/04 | 34.7013 | 6,014 |
| 3400/3785/05 | 36.4264 | 6,313 |

**3201 ENGINEERING TECHNICIAN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3423/01 | 32.0277 | 5,551 |
| 3400/3423/02 | 33.6291 | 5,829 |
| 3400/3423/03 | 35.3105 | 6,120 |
| 3400/3423/04 | 37.0761 | 6,426 |
| 3400/3423/05 | 38.9299 | 6,747 |

**3485 EVENTS COORDINATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3485/01 | 28.7244 | 4,978 |
| 3400/3485/02 | 30.1607 | 5,227 |
| 3400/3485/03 | 31.6687 | 5,489 |
| 3400/3485/04 | 33.2522 | 5,763 |
| 3400/3485/05 | 34.9148 | 6,051 |

**3494 EXECUTIVE ASST TO THE FIRE CHF**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3494/01 | 30.5104 | 5,288 |
| 3400/3494/02 | 32.0345 | 5,552 |
| 3400/3494/03 | 33.6299 | 5,829 |
| 3400/3494/04 | 35.3274 | 6,123 |
| 3400/3494/05 | 37.0761 | 6,426 |

**3452 FIRE SAFTY INSPECTOR I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3452/01 | 29.0615 | 5,037 |
| 3400/3452/02 | 30.5146 | 5,289 |
| 3400/3452/03 | 32.0405 | 5,553 |
| 3400/3452/04 | 33.6422 | 5,831 |
| 3400/3452/05 | 35.3244 | 6,122 |

**3450 FIRE SAFTY INSPECTOR II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3450/01 | 33.5014 | 5,806 |
| 3400/3450/02 | 35.1762 | 6,097 |
| 3400/3450/03 | 36.9340 | 6,401 |
| 3400/3450/04 | 38.7763 | 6,721 |
| 3400/3450/05 | 40.7181 | 7,057 |

**3220 GIS ANALYST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3220/01 | 48.3979 | 8,388 |
| 3400/3220/02 | 50.8247 | 8,809 |
| 3400/3220/03 | 53.3684 | 9,250 |

| | | |
|---|---|---|
| 3400/3220/04 | 56.0286 | 9,711 |
| 3400/3220/05 | 58.8289 | 10,197 |

**3477 HEAD POOL LIFEGUARD**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3477/01 | 19.2963 | 3,344 |
| 3400/3477/02 | 20.2611 | 3,511 |
| 3400/3477/03 | 21.2741 | 3,687 |
| 3400/3477/04 | 22.3379 | 3,871 |
| 3400/3477/05 | 23.4547 | 4,065 |

**2350 HOUSING INSPECTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3495/01 | 31.7019 | 5,495 |
| 3400/3495/02 | 33.2870 | 5,769 |
| 3400/3495/03 | 34.9514 | 6,058 |
| 3400/3495/04 | 36.6990 | 6,361 |
| 3400/3495/05 | 38.5339 | 6,679 |

**2301 HOUSING REHAB SPECIALIST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3432/01 | 53.2413 | 9,228 |
| 3400/3432/02 | 55.9033 | 9,689 |
| 3400/3432/03 | 58.6976 | 10,174 |
| 3400/3432/04 | 61.6334 | 10,683 |
| 3400/3432/05 | 64.7108 | 11,216 |

**3280 INFORMATION SYSTEM TECHNICIAN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3422/01 | 33.5894 | 5,822 |
| 3400/3422/02 | 35.2665 | 6,112 |
| 3400/3422/03 | 37.0322 | 6,418 |
| 3400/3422/04 | 38.8769 | 6,738 |
| 3400/3422/05 | 40.8203 | 7,075 |

**1410 INFORMATION SYSTEMS SUPERVISOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/1409/01 | 50.7617 | 8,798 |
| 3400/1409/02 | 53.2957 | 9,237 |
| 3400/1409/03 | 55.9650 | 9,700 |
| 3400/1409/04 | 58.7637 | 10,185 |
| 3400/1409/05 | 61.7051 | 10,695 |

**6302 LOAN PROGRAM SPECIALIST**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3432/01 | 53.2413 | 9,228 |
| 3400/3432/02 | 55.9033 | 9,689 |
| 3400/3432/03 | 58.6976 | 10,174 |
| 3400/3432/04 | 61.6334 | 10,683 |
| 3400/3432/05 | 64.7108 | 11,216 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

**3241** **NETWORK SYSTEM ADMINISTRATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3428/01 | 43.5181 | 7,543 |
| 3400/3428/02 | 45.6893 | 7,919 |
| 3400/3428/03 | 47.9738 | 8,315 |
| 3400/3428/04 | 50.3715 | 8,731 |
| 3400/3428/05 | 52.8920 | 9,167 |

**3780** **PERMIT CENTER TECHNICIAN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3780/01 | 29.9716 | 5,195 |
| 3400/3780/02 | 31.4752 | 5,455 |
| 3400/3780/03 | 33.0474 | 5,728 |
| 3400/3780/04 | 34.7013 | 6,014 |
| 3400/3780/05 | 36.4264 | 6,313 |

**6600** **POLICE RECORDS TECHNICIAN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/4104/01 | 23.9246 | 4,146 |
| 3400/4104/02 | 25.1253 | 4,355 |
| 3400/4104/03 | 26.3827 | 4,573 |
| 3400/4104/04 | 27.6968 | 4,800 |
| 3400/4104/05 | 29.0845 | 5,041 |

**3880** **PRINCIPAL BUILDING INSPECTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3427/01 | 40.4404 | 7,009 |
| 3400/3427/02 | 42.4643 | 7,360 |
| 3400/3427/03 | 44.5856 | 7,728 |
| 3400/3427/04 | 46.8186 | 8,115 |
| 3400/3427/05 | 49.1590 | 8,520 |

**3491** **PROGRAM COORDINATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3491/01 | 35.9931 | 6,238 |
| 3400/3491/02 | 37.7947 | 6,551 |
| 3400/3491/03 | 39.6858 | 6,878 |
| 3400/3491/04 | 41.6678 | 7,222 |
| 3400/3491/05 | 43.7489 | 7,583 |

**3499** **RECREATION PROGRAM COORDINATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3499/01 | 28.7244 | 4,978 |
| 3400/3499/02 | 30.1606 | 5,227 |
| 3400/3499/03 | 31.6687 | 5,489 |
| 3400/3499/04 | 33.2521 | 5,763 |
| 3400/3499/05 | 34.9147 | 6,051 |

**2170** **RESIDENT ENGINEER/RES INSPCTR**

| Index Key Value | Hourly | Monthly |
|---|---|---|

| | | |
|---|---|---|
| 3400/3470/01 | 47.8424 | 8,292 |
| 3400/3470/02 | 50.2346 | 8,707 |
| 3400/3470/03 | 52.7463 | 9,142 |
| 3400/3470/04 | 55.3836 | 9,599 |
| 3400/3470/05 | 58.1528 | 10,079 |

**3181 SENIOR BUILDING INSPECTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3425/01 | 36.7628 | 6,372 |
| 3400/3425/02 | 38.6019 | 6,691 |
| 3400/3425/03 | 40.5334 | 7,025 |
| 3400/3425/04 | 42.5587 | 7,376 |
| 3400/3425/05 | 44.6898 | 7,746 |

**2360 SENIOR HOUSING INSPECTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3496/01 | 34.8721 | 6,044 |
| 3400/3496/02 | 36.6158 | 6,346 |
| 3400/3496/03 | 38.4465 | 6,664 |
| 3400/3496/04 | 40.3689 | 6,997 |
| 3400/3496/05 | 42.3873 | 7,347 |

**3781 SENIOR PERMIT CENTER TECH**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3781/01 | 32.9562 | 5,712 |
| 3400/3781/02 | 34.6040 | 5,998 |
| 3400/3781/03 | 36.3342 | 6,297 |
| 3400/3781/04 | 38.1510 | 6,612 |
| 3400/3781/05 | 40.0584 | 6,943 |

**3444 SENIOR PLANNER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3444/01 | 46.5033 | 8,060 |
| 3400/3444/02 | 48.8285 | 8,463 |
| 3400/3444/03 | 51.2699 | 8,886 |
| 3400/3444/04 | 53.8334 | 9,331 |
| 3400/3444/05 | 56.5250 | 9,797 |

**6640 SR POLICE RECORDS TECHNICIAN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/6640/01 | 26.3256 | 4,563 |
| 3400/6640/02 | 27.6392 | 4,790 |
| 3400/6640/03 | 29.0287 | 5,031 |
| 3400/6640/04 | 30.4834 | 5,283 |
| 3400/6640/05 | 31.9919 | 5,545 |

**3471 SUPERVISING ACCOUNTING TECH**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 3400/3471/01 | 31.3584 | 5,435 |
| 3400/3471/02 | 32.9263 | 5,707 |
| 3400/3471/03 | 34.5726 | 5,992 |

| | | |
|---|---|---|
| 3400/3471/04 | 36.3012 | 6,292 |
| 3400/3471/05 | 38.1163 | 6,606 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 4100

**5601** **COMMUNITY SERVICE OFFICER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4100/4108/01 | 27.3329 | 4,737 |
| 4100/4108/02 | 28.6482 | 4,965 |
| 4100/4108/03 | 30.0292 | 5,205 |
| 4100/4108/04 | 31.4853 | 5,457 |
| 4100/4108/05 | 33.0072 | 5,721 |

**6520** **DISPATCHER TRAINEE**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4100/4100/01 | 31.8812 | 5,526 |
| 4100/4100/02 | 33.4253 | 5,793 |
| 4100/4100/03 | 35.0466 | 6,074 |
| 4100/4100/04 | 36.7489 | 6,369 |
| 4100/4100/05 | 38.5364 | 6,679 |

**4110** **PARKING AMBASSADOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4100/4110/01 | 23.6259 | 4,095 |
| 4100/4110/02 | 24.7572 | 4,291 |
| 4100/4110/03 | 25.9451 | 4,497 |
| 4100/4110/04 | 27.1924 | 4,713 |
| 4100/4110/05 | 28.5020 | 4,940 |

**4123** **POLICE TRAINEE**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4100/4101/01 | 37.5681 | 6,511 |

**3490** **PROPERTY/EVIDENCE TECHNICIAN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4100/4123/01 | 31.8799 | 5,525 |
| 4100/4123/02 | 33.4206 | 5,792 |
| 4100/4123/03 | 35.0458 | 6,074 |
| 4100/4123/04 | 36.7463 | 6,369 |
| 4100/4123/05 | 38.5313 | 6,678 |

**6540** **PUBLIC SAFETY DISPATCHER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4100/4113/01 | 34.9711 | 6,061 |
| 4100/4113/02 | 36.6697 | 6,356 |
| 4100/4113/03 | 38.4532 | 6,665 |
| 4100/4113/04 | 40.3258 | 6,989 |
| 4100/4113/05 | 42.2921 | 7,330 |

**3500** **SENIOR PROPERTY/EVIDENCE TECH**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4100/4122/01 | 34.9707 | 6,061 |
| 4100/4122/02 | 36.6617 | 6,354 |
| 4100/4122/03 | 38.4467 | 6,664 |

| | | |
|---|---|---|
| 4100/4122/04 | 40.3162 | 6,988 |
| 4100/4122/05 | 42.2891 | 7,330 |

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 4101

**4700** **POLICE OFFICER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4101/4124/01 | 41.5985 | 7,210 |
| 4101/4124/02 | 43.6343 | 7,563 |
| 4101/4124/03 | 45.7611 | 7,931 |
| 4101/4124/04 | 48.0087 | 8,321 |
| 4101/4124/05 | 50.3571 | 8,728 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 4200

**4210 COMMUNITY SERVICE OFFICER SPVR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4200/4210/01 | 36.8283 | 6,383 |
| 4200/4210/02 | 38.6197 | 6,694 |
| 4200/4210/03 | 40.5007 | 7,020 |
| 4200/4210/04 | 42.4757 | 7,362 |
| 4200/4210/05 | 44.5495 | 7,721 |

**6660 POLICE RECORDS SUPERVISOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4200/4216/01 | 32.6041 | 5,651 |
| 4200/4216/02 | 34.1791 | 5,924 |
| 4200/4216/03 | 35.8391 | 6,212 |
| 4200/4216/04 | 37.5841 | 6,514 |
| 4200/4216/05 | 39.4145 | 6,831 |

**3800 POLICE SERGEANT**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4200/4232/01 | 48.3248 | 8,376 |
| 4200/4232/02 | 50.6923 | 8,786 |
| 4200/4232/03 | 53.1717 | 9,216 |
| 4200/4232/04 | 55.7791 | 9,668 |
| 4200/4232/05 | 58.5144 | 10,142 |

**3902 PUBLIC SFTY DISPATCH SUPERVSR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4200/4222/01 | 40.1956 | 6,967 |
| 4200/4222/02 | 42.1548 | 7,306 |
| 4200/4222/03 | 44.2200 | 7,664 |
| 4200/4222/04 | 46.3804 | 8,039 |
| 4200/4222/05 | 48.6468 | 8,432 |

# City of South Lake Tahoe
# Salary Table By Bargaining Unit

## Bargaining Unit 4201

**4410** **FIRE BATTALION CHIEF**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4201/4410/01 | 42.8739 | 10,404 |
| 4201/4410/02 | 44.9816 | 10,915 |
| 4201/4410/03 | 47.1947 | 11,452 |
| 4201/4410/04 | 49.5184 | 12,016 |
| 4201/4410/05 | 51.9583 | 12,608 |
| 4201/4410/06 | 54.0079 | 13,105 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 4400

**2380 CAPTAIN/PARAMEDIC**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4400/4415/01 | 32.2427 | 7,824 |
| 4400/4415/02 | 33.8585 | 8,216 |
| 4400/4415/03 | 35.5485 | 8,626 |
| 4400/4415/04 | 37.3289 | 9,058 |
| 4400/4415/05 | 39.1913 | 9,510 |
| 4400/4415/06 | 41.1505 | 9,985 |

**2300 FIRE CAPTAIN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4400/4432/01 | 30.7085 | 7,451 |
| 4400/4432/02 | 32.2475 | 7,825 |
| 4400/4432/03 | 33.8570 | 8,215 |
| 4400/4432/04 | 35.5527 | 8,627 |
| 4400/4432/05 | 37.3265 | 9,057 |
| 4400/4432/06 | 38.8217 | 9,420 |

**3480 FIRE ENGINEER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4400/4426/01 | 26.6366 | 6,463 |
| 4400/4426/02 | 27.9715 | 6,787 |
| 4400/4426/03 | 29.3685 | 7,126 |
| 4400/4426/04 | 30.8381 | 7,483 |
| 4400/4426/05 | 32.3816 | 7,857 |
| 4400/4426/06 | 33.6749 | 8,171 |

**3481 FIRE ENGINEER/PARAMEDIC**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4400/4430/01 | 27.9692 | 6,787 |
| 4400/4430/02 | 29.3708 | 7,127 |
| 4400/4430/03 | 30.8378 | 7,483 |
| 4400/4430/04 | 32.3809 | 7,857 |
| 4400/4430/05 | 34.0016 | 8,251 |
| 4400/4430/06 | 35.3596 | 8,580 |

**4100 FIREFIGHTER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4400/4422/01 | 24.2207 | 5,877 |
| 4400/4422/02 | 25.4313 | 6,171 |
| 4400/4422/03 | 26.7016 | 6,479 |
| 4400/4422/04 | 28.0377 | 6,803 |
| 4400/4422/05 | 29.4358 | 7,143 |
| 4400/4422/06 | 30.6153 | 7,429 |

**4900 FIREFIGHTER/PARAMEDIC**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 4400/4421/01 | 26.6423 | 6,465 |

| | | |
|---|---|---|
| 4400/4421/02 | 27.9740 | 6,788 |
| 4400/4421/03 | 29.3712 | 7,127 |
| 4400/4421/04 | 30.8409 | 7,484 |
| 4400/4421/05 | 32.3788 | 7,857 |
| 4400/4421/06 | 33.6763 | 8,172 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 9000

**BLDGINSPII** **BUILDING INSPECTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9934/01 | 30.4792 | 0 |
| 9000/9934/02 | 32.0027 | 0 |
| 9000/9934/03 | 33.6014 | 0 |
| 9000/9934/04 | 35.2754 | 0 |
| 9000/9934/05 | 37.0434 | 0 |

**BUSDRIVER** **BUS DRIVER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9916/01 | 19.7000 | 0 |

**CASHIER1** **CASHIER I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9927/01 | 16.0000 | 0 |
| 9000/9927/02 | 16.8000 | 0 |
| 9000/9927/03 | 17.6400 | 0 |
| 9000/9927/04 | 18.5220 | 0 |
| 9000/9927/05 | 19.4481 | 0 |
| 9000/9927/06 | 20.4205 | 0 |

**CASHIER2** **CASHIER II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9951/01 | 17.0000 | 0 |
| 9000/9951/02 | 17.8500 | 0 |
| 9000/9951/03 | 18.7400 | 0 |
| 9000/9951/04 | 19.6770 | 0 |
| 9000/9951/05 | 20.6600 | 0 |
| 9000/9951/06 | 22.0716 | 0 |

**EQUIPMCH I** **EQUIPMENT MECHANIC I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9957/01 | 28.6422 | 0 |
| 9000/9957/02 | 30.0749 | 0 |
| 9000/9957/03 | 31.5775 | 0 |
| 9000/9957/04 | 33.1616 | 0 |
| 9000/9957/05 | 34.8156 | 0 |

**EQPMCH II** **EQUIPMENT MECHANIC II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9958/01 | 31.7176 | 0 |

**EQPMCH III** **EQUIPMENT MECHANIC III**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9959/01 | 34.9851 | 0 |

**HEADCASHR** **HEAD CASHIER**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9971/01 | 18.0416 | 0 |

| | | | |
|---|---|---|---|
| | 9000/9971/02 | 18.9436 | 0 |
| | 9000/9971/03 | 19.8900 | 0 |
| | 9000/9971/04 | 20.8845 | 0 |
| | 9000/9971/05 | 21.9287 | 0 |
| | 9000/9971/06 | 23.0251 | 0 |

**HDLIFEGUAR** **HEAD POOL LIFEGUARD**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9977/01 | 17.1964 | 0 |
| 9000/9977/02 | 18.0563 | 0 |
| 9000/9977/03 | 18.9591 | 0 |
| 9000/9977/04 | 19.9070 | 0 |
| 9000/9977/05 | 20.9024 | 0 |
| 9000/9977/06 | 21.9475 | 0 |

**PARKATTEN1** **PARK ATTENDANT I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9970/01 | 16.0000 | 0 |

**PARKATTEN2** **PARK ATTENDANT II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9932/01 | 16.5152 | 0 |
| 9000/9932/02 | 17.3409 | 0 |
| 9000/9932/03 | 18.2080 | 0 |
| 9000/9932/04 | 19.1184 | 0 |
| 9000/9932/05 | 20.0740 | 0 |
| 9000/9932/06 | 21.0780 | 0 |

**PKRANGER1** **PARK RANGER I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9968/01 | 16.0000 | 0 |
| 9000/9968/02 | 16.8000 | 0 |
| 9000/9968/03 | 17.6400 | 0 |
| 9000/9968/04 | 18.5220 | 0 |
| 9000/9968/05 | 19.4481 | 0 |
| 9000/9968/06 | 20.4205 | 0 |

**PKRANGERII** **PARK RANGER II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9969/01 | 17.9432 | 0 |
| 9000/9969/02 | 18.8403 | 0 |
| 9000/9969/03 | 19.7823 | 0 |
| 9000/9969/04 | 20.7714 | 0 |
| 9000/9969/05 | 21.8100 | 0 |
| 9000/9969/06 | 22.9005 | 0 |

**PKSTEWARD** **PARK STEWARD**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9966/01 | 16.0000 | 0 |
| 9000/9966/02 | 16.8000 | 0 |
| 9000/9966/03 | 17.6400 | 0 |

| | | | |
|---|---|---|---|
| | 9000/9966/04 | 18.5220 | 0 |
| | 9000/9966/05 | 19.4481 | 0 |
| | 9000/9966/06 | 20.4205 | 0 |

**LIFEGUARD** **POOL LIFEGUARD**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9976/01 | 16.0000 | 0 |
| 9000/9976/02 | 16.8000 | 0 |
| 9000/9976/03 | 17.6400 | 0 |
| 9000/9976/04 | 18.5220 | 0 |
| 9000/9976/05 | 19.4481 | 0 |
| 9000/9976/06 | 20.4205 | 0 |

**RECINSTR** **RECREATION INSTRUCTOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9986/01 | 20.2682 | 0 |
| 9000/9986/02 | 21.2816 | 0 |
| 9000/9986/03 | 22.3456 | 0 |
| 9000/9986/04 | 23.4629 | 0 |
| 9000/9986/05 | 24.6361 | 0 |
| 9000/9986/06 | 25.8679 | 0 |

**RECLEADER1** **RECREATION LEADER I**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9908/01 | 16.0000 | 0 |
| 9000/9908/02 | 16.8000 | 0 |
| 9000/9908/03 | 17.6400 | 0 |
| 9000/9908/04 | 18.5220 | 0 |
| 9000/9908/05 | 19.4481 | 0 |
| 9000/9908/06 | 20.4205 | 0 |

**9984RECLD2** **RECREATION LEADER II**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9984/01 | 17.0000 | 0 |
| 9000/9984/02 | 17.8500 | 0 |
| 9000/9984/03 | 18.7400 | 0 |
| 9000/9984/04 | 19.6770 | 0 |
| 9000/9984/05 | 20.6600 | 0 |
| 9000/9984/06 | 22.0716 | 0 |

**9930** **SENIOR SNOW REMOVAL EQUIP OP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9930/01 | 19.3330 | 0 |
| 9000/9930/02 | 20.2997 | 0 |
| 9000/9930/03 | 21.3146 | 0 |
| 9000/9930/04 | 22.3804 | 0 |
| 9000/9930/05 | 23.4994 | 0 |
| 9000/9930/06 | 24.6743 | 0 |

**SNOWREMOVE** **SNOW REMOVAL EQUIP OPERATOR**

| Index Key Value | Hourly | Monthly |
|---|---|---|

| | | | |
|---|---|---|---|
| | 9000/9918/01 | 17.5119 | 0 |
| | 9000/9918/02 | 18.3875 | 0 |
| | 9000/9918/03 | 19.3069 | 0 |
| | 9000/9918/04 | 20.2722 | 0 |
| | 9000/9918/05 | 21.2858 | 0 |
| | 9000/9918/06 | 22.3500 | 0 |

**STMAINTWKR STREET MAINTENANCE WORKER-SEAS**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9996/01 | 17.4788 | 0 |
| 9000/9996/02 | 18.3528 | 0 |
| 9000/9996/03 | 19.2704 | 0 |
| 9000/9996/04 | 20.2339 | 0 |
| 9000/9996/05 | 21.2456 | 0 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

## Bargaining Unit 9900

**9012** **ADMINISTRATIVE ASST TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9002/01 | 23.6499 | 0 |
| 9900/9002/02 | 24.8342 | 0 |
| 9900/9002/03 | 26.0707 | 0 |
| 9900/9002/04 | 27.3767 | 0 |
| 9900/9002/05 | 28.7439 | 0 |

**9923ADMCLK** **ADMINISTRATIVE CLERK**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9923/01 | 19.8427 | 0 |
| 9900/9923/02 | 20.8315 | 0 |
| 9900/9923/03 | 21.8691 | 0 |
| 9900/9923/04 | 22.9655 | 0 |
| 9900/9923/05 | 24.1285 | 0 |

**9939** **BACKGROUND INVESTIGATOR TEM PT**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9944/01 | 38.9187 | 0 |

**9453** **DEFENSIBLE SPACE INSP - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9453/01 | 21.1900 | 0 |
| 9900/9453/02 | 22.2500 | 0 |
| 9900/9453/03 | 23.3700 | 0 |
| 9900/9453/04 | 24.5300 | 0 |
| 9900/9453/05 | 25.7600 | 0 |

**9907** **DEPUTY CITY ATTORNEY I TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9939/01 | 38.5490 | 0 |
| 9900/9939/02 | 40.4765 | 0 |
| 9900/9939/03 | 42.4999 | 0 |
| 9900/9939/04 | 44.6249 | 0 |
| 9900/9939/05 | 46.8560 | 0 |
| 9900/9939/06 | 49.1998 | 0 |

**9520** **DEVELOPMENT SRVS TECH TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9520/01 | 23.7352 | 0 |
| 9900/9520/02 | 24.9260 | 0 |
| 9900/9520/03 | 26.1710 | 0 |
| 9900/9520/04 | 27.4808 | 0 |
| 9900/9520/05 | 28.8469 | 0 |
| 9900/9520/06 | 30.2890 | 0 |

**9920DISPTR** **DISPATCHER TRAINEE**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9000/9920/01 | 15.5119 | 0 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

**9452** **FIRE SAFETY INSPECTOR I - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9452/01 | 26.4407 | 0 |
| 9900/9452/02 | 27.7628 | 0 |
| 9900/9452/03 | 29.1512 | 0 |
| 9900/9452/04 | 30.6084 | 0 |
| 9900/9452/05 | 32.1389 | 0 |

**9949** **FIREFIGHTER/PARAMEDIC**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9949/01 | 16.5900 | 0 |

**9943** **INTERIM CITY MANAGER - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9981/01 | 97.1200 | 0 |

**9947** **INTERIM FIRE BATTALION CHIEF**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9947/01 | 34.9637 | 0 |
| 9900/9947/02 | 36.7120 | 0 |
| 9900/9947/03 | 38.5475 | 0 |
| 9900/9947/04 | 40.4749 | 0 |
| 9900/9947/05 | 42.4987 | 0 |
| 9900/9947/06 | 44.1986 | 0 |

**9942** **INTERIM FIRE CHIEF TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9942/01 | 69.5388 | 0 |
| 9900/9942/02 | 73.0156 | 0 |
| 9900/9942/03 | 76.6665 | 0 |
| 9900/9942/04 | 80.4998 | 0 |
| 9900/9942/05 | 84.5247 | 0 |

**INTERN** **INTERN**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9943/01 | 16.0000 | 0 |
| 9900/9943/02 | 16.8000 | 0 |
| 9900/9943/03 | 19.8642 | 0 |
| 9900/9943/04 | 20.8574 | 0 |
| 9900/9943/05 | 21.9000 | 0 |

**9973** **LEGAL SECRETARY/PARALEGAL-TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9890/01 | 20.6453 | 0 |
| 9900/9890/02 | 21.6821 | 0 |
| 9900/9890/03 | 22.7603 | 0 |
| 9900/9890/04 | 23.9007 | 0 |
| 9900/9890/05 | 25.0965 | 0 |
| 9900/9890/06 | 26.3513 | 0 |

# City of South Lake Tahoe
## Salary Table By Bargaining Unit

**9190** **MAINTENANCE TECH I - TEMPORARY**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9190/01 | 20.0014 | 0 |
| 9900/9190/02 | 20.5046 | 0 |
| 9900/9190/03 | 21.0209 | 0 |
| 9900/9190/04 | 21.5503 | 0 |
| 9900/9190/05 | 22.0930 | 0 |

**9191** **MAINTENANCE TECH II -TEMPORARY**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9191/01 | 22.5099 | 0 |
| 9900/9191/02 | 23.0727 | 0 |
| 9900/9191/03 | 23.6495 | 0 |
| 9900/9191/04 | 24.2408 | 0 |
| 9900/9191/05 | 24.8468 | 0 |

**9192** **MAINTENANCE TECH III - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9192/01 | 25.9946 | 0 |
| 9900/9192/02 | 27.2943 | 0 |
| 9900/9192/03 | 28.6590 | 0 |
| 9900/9192/04 | 30.0920 | 0 |
| 9900/9192/05 | 31.5966 | 0 |

**9193** **MAINTENANCE TECH IV - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9193/01 | 28.6027 | 0 |
| 9900/9193/02 | 30.0341 | 0 |
| 9900/9193/03 | 31.5313 | 0 |
| 9900/9193/04 | 33.1072 | 0 |
| 9900/9193/05 | 34.7619 | 0 |

**9195** **MAINTENANCE TECH LEAD - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9195/01 | 34.7619 | 0 |
| 9900/9195/02 | 36.4954 | 0 |
| 9900/9195/03 | 38.3208 | 0 |
| 9900/9195/04 | 40.2381 | 0 |
| 9900/9195/05 | 42.2474 | 0 |

**9194** **MAINTENANCE TECH V - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9194/01 | 31.5313 | 0 |
| 9900/9194/02 | 33.1072 | 0 |
| 9900/9194/03 | 34.7619 | 0 |
| 9900/9194/04 | 36.4954 | 0 |
| 9900/9194/05 | 38.3208 | 0 |

**9945** **MANAGEMENT ANALYST**

| Index Key Value | Hourly | Monthly |
|---|---|---|

| | | |
|---|---|---|
| 9900/9945/01 | 25.9866 | 0 |
| 9900/9945/02 | 27.2881 | 0 |
| 9900/9945/03 | 28.6539 | 0 |
| 9900/9945/04 | 30.0841 | 0 |
| 9900/9945/05 | 31.5858 | 0 |
| 9900/9945/06 | 33.1650 | 0 |

**9680 PARALEGAL - TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9680/01 | 29.7060 | 0 |
| 9900/9680/02 | 31.1913 | 0 |
| 9900/9680/03 | 32.7507 | 0 |
| 9900/9680/04 | 34.3878 | 0 |
| 9900/9680/05 | 36.1075 | 0 |

**9967 REC COORD TEMP**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9967/01 | 18.7895 | 0 |
| 9900/9967/02 | 19.7290 | 0 |
| 9900/9967/03 | 20.7154 | 0 |
| 9900/9967/04 | 21.7512 | 0 |
| 9900/9967/05 | 22.8388 | 0 |
| 9900/9967/06 | 23.9807 | 0 |

**9934 RESERVE ANNUITANT PERSABLE**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9956/01 | 50.3571 | 0 |

**9931 RESERVE OFFICER #1**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9931/01 | 41.2889 | 0 |

**9933 RESERVE OFFICER #2**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9933/01 | 33.5246 | 0 |

**9925 RESERVE OFFICER ANNUITANT**

| Index Key Value | Hourly | Monthly |
|---|---|---|
| 9900/9925/01 | 50.3571 | 0 |

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:** 14

**Agenda Item:** Defensible Space Ordinance (Second Reading)

**Executive Summary:** City Council will consider a proposed ordinance to define and create a mechanism to enforce defensible space requirements. The defensible space requirements are established through California Public Resource Code 4291 as minimum requirements for residents living in any mountainous area of which all South Lake Tahoe is. Enforcement will include a mechanism for warning, citing and eventually abating individual's lots who remain out of compliance with minimum standards. South Lake Tahoe is a community in the wildland urban interface that requires property owners to provide 100 feet of defensible space or to their property line, whichever is closer. In some cases, it can also require the owner of a neighboring lot to mitigate fuels if their property is within 100 feet of a structure. City Council has adopted the California Board of Forestry's Fire Severity Map which designates most of the city as being a "Very High" fire hazard zone further enforcing PRC 4392 requirements. Adoption of this ordinance gives the Fire Chief or his/her designee the ability to enforce defensible space requirements. The First Reading of this ordinance was presented to Council on June 4th, 2024. The Council voted 4-0 in favor of the ordinance. Councilmember Friedrich was absent.

**Requested Action / Suggested Motions:** Pass an Ordinance to Establish a Hazardous Vegetation and Combustible Material Abatement Program, and Similar Vegetation Management and Defensible Space Requirements.

**Responsible Staff Member:** Kim George, Fire Marshal and Jim Drennan, Fire Chief

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

**Attachments:**

01-Staff Report-Second Reading.docx
02-Ordinance.docx

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

**Meeting Date: June 18, 2024**

**Title:** Ordinance to Establish a Hazardous Vegetation and Combustible Material Abatement Program, and Similar Vegetation Management and Defensible Space Requirements (Second Reading)

**Location:** Citywide

**Responsible Staff Member:** Kim George, Fire Marshal

**Background:** Catastrophic wildfires pose an urgent threat to lives, properties, and resources in California. Climate change, an epidemic of dead and dying trees, a century of fire exclusion, and the proliferation of new homes in the wildland-urban interface magnify this threat and place substantially more people and property at risk than in preceding decades. Due to these circumstances as well as our experiences here locally with the Caldor Fire, the Tamarack Fire, the Emerald Fire as well as the Angora Fire, South Lake Tahoe Fire Rescue is proposing to add additional defensible space requirements to the City Code to comport with updated California and El Dorado County guidelines and recommendations.

**Issue and Discussion:** Sections 51182 and 51189 of the Government Code, Section 4291 of the Public Resources Code, and AB 3074 outline defensible space requirements for mountainous areas of California. South Lake Tahoe is predominantly designated with the Cal Fire Hazard Severity Map as Very High which also requires defensible space minimums. This ordinance adopts these requirements, including in part, those set forth in AB 3074 which will potentially require Zone 0 by the end of 2024. Zone 0 would require homeowners to maintain a space within 5 feet of the structure which has no vegetation or material that would propagate fire.

**Financial Implications:** There is no direct financial implication to the city associated with this ordinance.

**Environmental Considerations:** This Ordinance is exempt from review under the California Environmental Quality Act (CEQA) under CEQA Guidelines 15301(h) (maintenance of existing landscaping and native growth) and 15304(i) (fuels management activities within 100 feet of structures to reduce the volume of flammable vegetation where the public agency having the fire protection responsibility has determined that 100 feet of fuel clearance is required due to extra hazardous fire conditions).

**Policy Implications:** The proposed ordinance is designed to both protect the health and safety of persons and property in the city as well as require fire hardening measures to mitigate increasing homeowners insurance rates city-wide.

# Ordinance 2024-XXX

## Adopted by the City of South Lake Tahoe City Council

## June 18, 2024

### An Ordinance Amending the South Lake Tahoe City Code to Add Chapter 5.30 (Hazardous Vegetation and Defensible Space) to Establish a Hazardous Vegetation and Combustible Material Abatement Program and Vegetation Management and Defensible Space Requirements

**FINDINGS**

A. As part of the ongoing effort to establish a hazardous vegetation and combustible material abatement program in City of South Lake Tahoe and in accordance with applicable law, the Fire Chief has recommended abatement of the growth and/or accumulation of weeds, grasses, shrubs, dormant brush, slash, tree limbs, hazardous vegetation and combustible materials on all improved parcels and designated unimproved parcels within the city and maintenance of those parcels to prevent vegetation from growing back.

B. In furtherance of the ongoing effort to establish a hazardous vegetation and combustible material abatement program, the city also requires vegetation management and defensible space requirements as set forth herein.

C. The City Council finds and declares that the uncontrolled growth and/or accumulation of weeds, grasses, hazardous vegetation and combustible materials or obstructions on sidewalks, streets, and on lands or lots within the city is dangerous or injurious to neighboring property and the health, safety, and welfare of residents of the city. Such growth and accumulation constitute a public nuisance in that it creates fire hazards, reduces the value of private property, promotes blight and deterioration, invites plundering, constitutes an unattractive nuisance and creates a hazard to the health, safety, and general welfare of the public.

D. It is the intent of the City Council that this chapter shall apply to the abatement of the growth and/or accumulation of weeds, grasses, shrubs, dormant brush, slash, tree limbs, hazardous vegetation and combustible materials on all improved parcels and designated unimproved parcels within the city and maintenance of those parcels to prevent vegetation from growing back.

E. All parcels in the city have been identified and designated as being within either a State Responsibility Area (SRA) or Local Responsibility Area (LRA) Moderate, High or Very High Fire Hazard Severity Zone by the California Department of Forestry and Fire Protection (CAL FIRE) in accordance with the most current edition of the Fire and Resource Assessment Program (FRAP) Map. The City is located in a mountainous region of Northern California. The City is an established community that intermingles with the natural environment which is at significant risk of a catastrophic wildfire.

F. Catastrophic wildfire events pose a serious threat to the preservation of public peace, health and safety within any wildland urban interface and intermix communities. The proper implementation and enforcement of hazardous fuel regulations and landscaping requirements have been proven to reduce the impact from destructive wildfires through the mitigation of hazardous fuel conditions around homes and roadways.

G. Wildfires with extreme fire behavior are occurring more often and growing larger. Eighteen of the 20 most destructive wildland fires in the State of California have occurred between 2002-2022. The city in particular has a history of destructive wildfires. These include the 2002 Gondola Fire, 2007 Angora Fire, 2016 Emerald Fire and the 2021 Caldor Fire, which all threatened the city. Climate change stressors, such as increased average air temperature, precipitation variability, reduced snowpack, drought, and tree mortality, will lead to an increased frequency of large wildfires that will create adverse impacts on the city.

H. Of paramount importance to the City and the residents of the City is the protection of lives and property from the threat of fire and the safety of fire and law enforcement personnel during wildfires.

I. During periods of drought and declared “fire seasons” the City generally has a dry, arid climate conducive to wildfires. Many of the City’s native and non-native plant species can be highly combustible during both drought and normal dry periods that have contributed to significant wildfires.

J. The City has difficult topography, terrain, and weather conditions that exacerbate the fire danger and that can create significant challenges for firefighters attempting to suppress wildfires. Many communities and individual residential, commercial, and industrial structures in the city are located in areas

that are at significant risk from wildfires due to their close proximity to steep topographical conditions that allow for rapid fire spread that can overwhelm the available firefighting resources in the City.

K. It is the purpose of this chapter to establish a hazardous vegetation and combustible material abatement program that protects the lives and property of the residents of the City.

L. It is the City Council's intent to make a fire safe community, thus giving residents better opportunities for affordable fire insurance.

M. California Public Resource Code section 4291 and Government Code section 51182 both establish that a minimum defensible space clearance of no less than 100 feet is required around structures to protect them from the threat of a wildfire. Due to the city's steep terrain, weather conditions, age of the structure, limited roadways to allow concurrent emergency vehicle access and public evacuation, limited water supply for fire protection, and hazardous vegetation present within the community and individual properties, the City Council finds that additional clearance beyond 100 feet may be required, on a case by case basis, around structures to significantly reduce the risk of transmission of flame or heat sufficient to ignite the structure where extra hazardous fire conditions exist. No other feasible mitigation measures to reduce the risk of ignition or spread of wildfire to the structure is present as many of these structures are existing and no other practical measures would adequately reduce this risk.

N. The City has the legal authority to adopt the provisions contained in this chapter as specified below:
    a. California Fire Code (CFC) Title 24, Part 9, Chapter 3, section 304.1.2, and Chapter 49 (Requirements for Wildland-Urban Interface Fire Areas), as locally adopted with amendments, provides minimum standards to increase the ability of a structure to resist the intrusion of flame or burning embers.
    b. California Code of Regulations Title 14, Division 1.5, Chapter 7, Subchapter 3, section 1299, and California Code of Regulations Title 19 section 3.07.
    c. California Public Resources Code section 4291 and California Government Code section 51182, as amended, requires a person or entity that owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass covered lands, or land that is covered

with flammable material, to maintain defensible space of 100 feet from each side and from the front and rear of the structure, and which provides for required fuel modification so as to ensure that a wildfire burning under average weather conditions would be unlikely to ignite the structure on the property.

d. California Government Code section 39501 et seq provides that the city may compel the person or entity that owns, leases, occupies a building, ground or lot to remove weeds from buildings or grounds and adjacent sidewalks. If the person compelled by the city defaults, after notice prescribed by the city, it may authorize the removal or destruction of the weeds at that person's expense by a city officer. The city may prescribe a procedure for the removal or destruction and make the expense a lien upon the buildings or grounds.

e. California Civil Code section 1102.19, provides that on and after July 1, 2021, a seller of a real property in the city, and subject to this chapter, and that is located in a high or very high fire hazard severity zone, shall provide to the buyer documentation stating that the property is in compliance with Section 4291 of the California Public Resources Code or local vegetation management ordinances prior to the close of escrow. The seller shall also provide the buyer information on the local agency from which a copy of that documentation may be obtained prior to the close of escrow.

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

SECTION 1. Chapter 5.30 is hereby added to the South Lake Tahoe City Code to read as follows:

## CHAPTER 5.30. HAZARDOUS VEGETATION AND DEFENSIBLE SPACE

This chapter shall be known as the Hazardous Vegetation and Defensible Space Ordinance. The purpose of this chapter is to provide for the removal of hazardous vegetation and combustible materials situated in the incorporated areas of the city so as to reduce the potential for fire and to promote the safety and welfare of the community.

### Section. 5.30.010. Conflict of Ordinances.

A. The operation of this chapter shall in no way change or diminish the application of other sections in this code dealing with like or similar matters.

B. In any case where a provision of this or any other chapter is found to be in conflict with a provision of any zoning, building, fire safety, or health ordinance or any other section of the code, including fines, the provision which establishes the higher standard for the promotion and protection of the health and safety of the people shall prevail.

C. It is not intended by this chapter to repeal, abrogate, annul, or in any way impair or interfere with existing provisions of other laws or ordinances or with private restrictions placed upon property by covenant, deed, or other private agreement.

**Section. 5.30.020. Definitions.**

For the purposes of this chapter, the following words and phrases shall have the meanings ascribed to them by this section.

“Abate” or “abatement” shall mean an act used to remove, destroy, eliminate, seize, impound, or any action taken to mitigate a public nuisance.

“Abatement costs” means the cost of staff time based on weighted salary consisting of base pay plus benefits; actual cost of mobilization, removal, disposal, of waste, weeds, grasses, hazardous vegetation and combustible materials, and actual cost to repair or abate hazardous conditions.

“Accumulation of weeds, grasses, hazardous vegetation, and combustible materials” means allowing the growth or accumulation of weeds, grasses, hazardous vegetation and/or the accumulation of combustible materials as defined below.

“At risk population facilities” means pre-schools, public and private primary and secondary schools, before and after school care centers with 12 or more students, daycare centers with 12 or more children, group homes, and assisted living residential or congregate care facilities with 12 or more residents.

“Biomass” shall mean all green waste material generated during a fuel treatment project. Biomass includes, without limitation, all grass, weeds, vegetation, and tree trimmings.

“City emphasis area” means an area designated by the city for focused, proactive inspections.

“Combustible material” means the accumulation of garbage, rubbish, waste, or material of any kind other than hazardous vegetation that is flammable and endangers the public safety by creating a fire hazard.

“Critical infrastructure” means a use or facility classified within one or more of the following categories: (1) essential services facilities, (2) at-risk populations facilities, (3) hazardous materials and solid waste facilities.

“Defensible space” means the buffer that responsible person(s) is(are) required to create on their property between a structure and the plants, brush and trees or other items surrounding the structure that could ignite in the event of a fire.

“Enforcement official” means the Fire Chief of South Lake Tahoe Fire Rescue.

“Essential services facilities” means public safety, emergency response, emergency medical, designated emergency shelters, communications, public utility plant facilities and equipment, and government operations facilities.

“Fire chief” means the Fire Chief of South Lake Tahoe Fire Rescue.

“Fire hazard” shall mean any condition, arrangement, act, or omission which:

1. Increases, or may cause an increase of hazard or menace of fire to a greater degree than that customarily recognized as normal by persons in the public service regularly engaged in preventing, suppressing, or extinguishing fire; or

2. May obstruct, delay, hinder, or interfere with the operations of a fire department or the egress of occupants in the event of fire.

“Garbage” includes, but is not limited to, the following: Waste resulting from the handling of edible foodstuffs or resulting from decay, and solid or semisolid putrescible waste, and all other mixed, non-recyclable wastes which are generated in the day-to-day operation of any business, residential, governmental, public, or private activity, and may include paper, plastic, or other synthetic material, food, or beverage containers.

“Hardwood” generally indicates trees which have broad leaves—deciduous trees (such as oak, alder, dogwood, and madrone).

“Hazardous materials and solid waste facilities” means any facility that could, if adversely impacted, release hazardous materials or waste in sufficient amounts during a hazard event that would create harm to people, the environment and property.

“Hazardous vegetation” shall mean any vegetation that is combustible and endangers the public safety by creating a fire hazard. Hazardous vegetation includes material that in its natural state will readily ignite, burn, and transmit fire from native or landscape plants to any structure or other vegetation. Hazardous vegetation includes, but is not limited to, dry grass and leaves, brush, weeds, green waste, dead or dying trees, low-hanging branches, litter, or other flammable vegetation that create a fire hazard. Hazardous vegetation shall not include a commercial agricultural crop that is being actively grown and managed by a responsible person.

“Improved parcel” means a portion of land of any size, the area of which is determined by the Assessor's maps and records and may be identified by an Assessor's parcel number upon which a structure is located.

“Ladder fuels” means fuels that can carry a fire vertically between or within combustible material or hazardous vegetation.

“Outbuilding” means a building that is less than 120 square feet in size and not used for human habitation. For purposes of this chapter, an outbuilding is not a structure.

“Responsible person(s)” means an owner, tenant, occupant, lessor, manager, licensee, political subdivision, local government agency or other person having control over a structure or parcel of land or, to the fullest extent allowed by law, the parent or legal guardian of any person under 18 years who have done any act for which a penalty may be imposed under this chapter, or any other person required to comply with the provisions of the code and, any other lien holder, secured party, or other person who has properly recorded a security interest or other appropriate document evidencing an interest in the property, which has been recorded in the official records of the county of El Dorado.

“Rubbish” includes, but is not limited to, non-putrescible wastes, such as paper, cardboard, grass clippings, tree, or shrub trimmings, leaves and needles, wood chips used in landscaping or within five feet of a structure, bedding, crockery, rubber tires, construction waste and similar waste materials.

“Slash” means the woody debris remaining on the ground after fuels management work: Slash including but not limited to treetops, branches, bark, chunks, cull logs, uprooted stumps, and uprooted trees.

“Softwood” means the wood from a conifer (such as pine, cedar, fir, or spruce) as distinguished from that of broadleaved trees.

“Structure” means buildings which qualify for occupancy classification and use designation per the city building code.

“Unimproved parcel” means land of any size, the area of which is determined by the Assessor's maps and records and may be identified by an Assessor's parcel number upon which no structure is located.

“Vegetation” means plants considered collectively, especially those found in a particular area or habitat. For the purposes of this chapter any tree less than six inches in diameter is considered vegetation.

“Waste” means all putrescible and non-putrescible solid, semi-solid, and liquid wastes, including residential, commercial, and municipal garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, construction, and demolition debris, discarded home and industrial appliances, manure, vegetable or animal solid and semi-solid wastes, and other discarded solid wastes and semisolid wastes.

“Weeds” include any of the following:

1. Weeds which bear seeds of a downy or wingy nature.

2. Weeds and grasses which attain such growth as to become, when dry, a fire menace to adjacent improved parcel.

3. Poison oak and poison ivy when the conditions of growth are such as to constitute a menace to the public health.

4. Dry grass, stubble, brush, or other flammable vegetation which endangers the public safety by creating a fire hazard.

5. Vegetation that is not pruned or is otherwise neglected so as to attain such large growth as to become, when dry, a fire menace to adjacent property.

“Wildfire risk area” refers to lands that are covered with grass, grain, brush, or forest, whether privately or publicly owned, which is so situated or is of such inaccessible location that a fire originating upon it would present an abnormally difficult job of suppression or would result in great or unusual damage through fire or such areas designated by the enforcement official.

**Section. 5.30.030. Prohibited Conduct.**

A responsible person shall not dump, nor permit the dumping of weeds, grasses, hazardous vegetation, refuse, or other combustible material, nor shall a responsible person permit the accumulation of weeds, grasses, hazardous vegetation, refuse, or other combustible material on that responsible person's property or on any other property so as to constitute a fire hazard.

**Section. 5.30.040. Duty to Remove and Abate Hazardous Vegetation and Combustible Material.**

A. Prior to the close of any real estate transaction subject to Civil Code section 1102.19 within the city, the seller of any real property shall obtain a defensible space inspection report from an enforcement official that the property is in compliance with this chapter and provide that report to the buyer at or before the close of escrow. If the property inspected is found not in compliance with this chapter the responsible person(s) will need to perform the necessary wildfire protection measures as specified within the inspection report and have the property inspected again prior to escrow or the buyer shall agree to achieve compliance within 120 days as specified in this chapter. If an enforcement official is unable to provide a defensible space inspection report at the time of escrow, the buyer shall request a report from an enforcement official stating the property is in compliance with this chapter within 120 days after the close of escrow, unless otherwise approved by the enforcement official. Nothing in this

subsection, including the existence of an agreement between a buyer and a seller, shall limit the ability of the enforcement official to enforce the provisions of this chapter.

B. All persons who own, lease, control, operate or maintain any improved parcel(s), shall comply with the following requirements:

1. Maintain defensible space as described in California Code of Regulations title 14, division 1.5, chapter 7, subchapter 3, section 1299.03, as amended, and as otherwise described by this chapter, which is adjacent to each side of a building or structure, but not beyond the property line except as provided in this chapter, and must be cleared of hazardous vegetation, or combustible material, as set forth in this chapter.

2. Consistent with hazardous vegetation and defensible space treatment objectives, steps should be taken to minimize erosion by maintaining a noncombustible perimeter around any structure in accordance with the following requirements:

   a. Combustible materials, including woody vegetation, wooden borders for infiltration systems, or stored flammable items such as firewood and lumber, shall not be permitted near any structure, attached deck, stairs, and the area under any attached deck and stair landing in accordance with the distance requirements set forth in California Code of Regulations title 14, division 1.5, chapter 7, subchapter 3, section 1299.03; Government Code sections 51182, 51186, and 51189; and Public Resources Code section 4291.

   b. All organic materials, such as pine needles and woody vegetation, shall be routinely removed near any structure, attached deck, stairs, and the area under any attached deck and stair landing in accordance with the distance requirements set forth in California Code of Regulations title 14, division 1.5, chapter 7, subchapter 3, section 1299.03; Government Code sections 51182, 51186, and 51189; and Public Resources Code section 4291.

   c. Use rock or non-combustible mulch or well irrigated herbaceous vegetation to stabilize the soil within 5 feet of any structure, attached deck, stairs, and the area under any attached deck and stair landing.

   d. Mature trees are permitted.

3. A greater clearance distance up to 300 feet shall be required when the inspection report by the enforcement official, and supported by the enforcement official, includes documented information that the clearing is necessary to significantly reduce the risk of transmission of flame or heat

sufficient to ignite the structure, and there is no other feasible mitigation measure possible to reduce the risk of ignition or spread of wildfire to the structure.

4. The responsible person(s) who perform hazardous vegetation management activities that remove or dispose of vegetation is required to comply with all federal, state, or local environmental protection laws and obtain permits when necessary. Environmental protection laws include, but are not limited to, threatened and endangered species, water quality, air quality, and cultural/archeological resources.

5. When a structure is less than 100 feet from a property line and hazardous vegetation on an adjacent parcel presents a fire hazard for the structure the responsible person of the parcel where the fire hazard exists shall be responsible for removing the fire hazard in that area on that responsible person's land when it is within 100 feet of the structure. The determination for appropriate clearance distances will be made based upon a visual inspection of the parcel and shall consider all factors that place the property or structure(s) at risk from an approaching fire. These factors shall include local weather conditions, fuel type(s), topography, and the environment where the property or structure(s) is located.

6. The enforcement official may designate improved parcels and unimproved parcels adjacent to all roads and driveways as necessary for the safe ingress and egress to the area served by the road or emergency vehicle access and assess the current condition of fuels on the parcel as a fire hazard which must be treated or abated. Once such designation is made, the responsible person shall within a reasonable time ensure that such parcels comply with the following:

   a. All vegetation along roads and driveways shall be maintained to an unobstructed vertical clearance height of no less than 15 feet to allow for the passage of emergency vehicles.

   b. All ladder fuels shall be cleared to a minimum width of a ten feet wide strip of land beyond the road or driveway. Additional clearance width beyond ten feet may be required by the enforcement official when documented information shows that the clearance is necessary to significantly reduce the risk of transmission of flame or heat that can obstruct the road or driveway.

C. Critical Infrastructure sites shall comply with the following requirements:

1. Essential service and at-risk population structures and accessory buildings 120 square feet in size or larger that support the operations of the facility shall comply with this chapter.

2. Individual aboveground LP-gas and flammable liquid storage tanks greater than 2,000 gallons water capacity shall comply with the following defensible space clearance requirements:

   a. A minimum 50 foot clearance on all sides of the tank when the capacity is between 2,001 and 30,000 gallons.

   b. A minimum 75 foot clearance on all sides of the tank when the capacity is between 30,001 and 70,000 gallons.

   c. A minimum 100 foot clearance on all sides of the tank when the capacity exceeds 70,000 gallons.

   d. Regardless of capacity storage tanks shall have ten feet of clearance to bare mineral soil, or other approved non-combustible surface, and no hazardous vegetation underneath and around the immediate exterior of the tank.

   e. Storage tanks shall comply with the defensible space requirements described in this chapter between ten feet and 100 feet of the tank exterior.

3. Lumber yards, agro-industrial, solid waste and woodworking facilities subject to the requirements found in California Fire Code chapter 28 shall comply with the following defensible space clearance requirements:

   a. The storage of wood chips, hogged materials, fines, compost, solid biomass, feedstock and waste, agro-industrial and recycle facilities, with individual storage piles greater than 2,500 cubic feet in size, shall comply with the defensible space requirements found in this chapter. Storage piles shall be separated a minimum of 30 feet.

   b. Cold decks of unfinished logs, and exterior finished lumber storage areas, greater than 8,333 cubic feet in size, shall comply with the defensible space clearance requirements found in this chapter when they are in use for greater than 180 calendar days. Storage piles shall be separated a minimum of 100 feet.

4. Free standing photovoltaic systems and equipment shall comply with the defensible space clearance requirements:

   a. A minimum ten foot clearance to bare mineral soil, or other approved non-combustible surface, for clusters of panels not exceeding 1,500 square feet of combined panel area.

b. A minimum 30 foot clearance to bare mineral soil, or other approved non-combustible surface, for clusters of panels greater than 1,500 square feet of combined panel area.
c. Clusters shall be separated a minimum of 20 feet.

5. Telecommunication facilities determined by the enforcement official to serve as a critical infrastructure site during an emergency, shall comply with the following defensible space clearance requirements:

a. A minimum 30 foot clearance for telecommunication towers.

b. A minimum 100 foot clearance as described in this chapter around accessory buildings 120 square feet in size or larger that support the operations of the facility.

6. Public and private water distribution system storage tanks and pumping facilities shall have a minimum 30 feet clearance from hazardous vegetation around and adjacent to such facilities as described in this chapter.

7. The minimum clearance requirements described in this section may be modified by the enforcement official when topographical, environmental, and hazardous vegetation conditions present on the parcel limit the ability of the responsible party to fully comply with this chapter.

8. For the purpose of applying this section the defensible space clearance requirements described do not extend beyond the property line when the responsible party does not own the adjoining parcel of land, except as set forth in section 5.30.040(B)(5).

**Section. 5.30.050. Violation.**

A. Any responsible person who violates a provision of this chapter or fails to comply therewith or with any of the requirements thereof, shall be subject to remedies available under this chapter and/or state law, including administrative citations under chapter 2.30 of this code. Whenever in this code any act or omission is made unlawful, it shall include causing, maintaining, permitting, aiding, abetting, suffering, or concealing the fact of such act or omission.

B. The imposition of any fines prescribed herein shall not preclude abatement of any violation enforced through this chapter by the enforcement official or institution of any other civil or criminal legal proceedings.

C. Nothing in this chapter shall be interpreted to preclude an enforcement official from informally encouraging compliance with this code or other applicable laws.

Informal oral or written requests to encourage compliance are encouraged, as are attempts to informally negotiate or mediate issues relating to compliance.

**Section. 5.30.060. Enforcement Officials.**

The enforcement official shall have the authority and powers necessary to determine whether an administrative violation of the code exists and the authority to take appropriate action to gain compliance with the provisions of the code. The enforcement official shall further have authority to issue notices and orders, the power to inspect public and private property, recommend abatement, and use the administrative remedies that are available under the code.

**Section. 5.30.070. Inspection.**

An enforcement official, or personnel acting under their direction, may enter upon private or public property whenever necessary to enforce or administer the provisions of this chapter pursuant to an inspection warrant issued under Code of Civil Procedure section 1822.50 et seq or with consent of a responsible person legally authorized to provide such consent.

**Section. 5.30.080. Enforcement Procedure.**

A. Initial notice of duty to remove and abate waste, hazardous vegetation and combustible material.

1. The enforcement official may mail written notice to any owner citywide when inspection of the parcel reveals a violation of this chapter, or when a complaint alleging violation(s) of this chapter is received by the enforcement official. stating that all waste, hazardous vegetation and combustible material located on such parcel must be removed and or abated as specified in section 5.30.040 on or before the date specified in such notice.

B. Notice of Violation and Order to Correct.

1. The enforcement official may commence proceedings to enforce the provisions of this chapter when a violation is identified due to the failure of a responsible person for a parcel to remove and abate all waste, hazardous vegetation and combustible material as required pursuant to this chapter.

2. Enforcement proceedings are commenced by the mailing of a Notice of Violation and Order to Correct in the manner prescribed as follows: The enforcement official shall mail the Notice of Violation and Order to Correct to each owner of the parcel as determined based on the last equalized assessment roll available on the date of mailing of the hazard abatement

notice, to which the violation pertains. Notification may also be accomplished by posting the Notice of Violation and Order to Correct on the property if the owner's mailing address is not available or not current.

3. The contents of the Notice of Violation and Order to Correct shall include the following:

   a. A description of the property by reference to the Assessor's parcel number as used in the records of the County Assessor, and by reference to the common name of a street or road upon which the property abuts, if the property abuts upon a road or street;

   b. A statement that there are hazardous vegetation, combustible materials, or other fire hazard condition upon the property that must be abated;

   c. A request that such hazardous vegetation, and/or combustible materials be removed or abated by the date specified in the notice, which shall be no less than 15 calendar days following the mailing or posting of the notice;

   d. A statement that if such hazardous vegetation, and/or combustible materials are not removed or abated by the property owner by the specified date that such materials may be removed under authority of the city, and the costs of such removal and abatement may be made a legal charge against the owner or owners of the property, a lien imposed on and recorded against the property in the amount of such costs, and such costs referred to the County Auditor for collection together with property taxes on such property pursuant to the provisions of Government Code section 39501 through 39588;

   e. A statement referencing the right of the property owner to appeal the issuance of the notice pursuant to section 5.30.100 herein;

   f. With respect to notices which are posted, a title which reads "Notice of Violation and Order to Correct to Remove Weeds, Grass, Hazardous Vegetation, Waste and/or Other Combustible Materials," the letters of the foregoing title to be not less than one inch in height;

   g. Notices which are posted shall be conspicuously posted in front of the property, or if the property has no frontage upon a road or street, then upon a portion of the property nearest to a road or a street most likely to give actual notice to the owner. Notices shall be posted not more than 100 feet in distance apart upon property with

more than 200 feet of frontage, and at least one notice shall be posted on each parcel with 200 or less feet of frontage;

h. Such notice also will be sent by certified mail to the property owner of such parcel as her or his name appears on the last equalized assessment roll and to the address shown on such assessment roll.

**Section 5.30.090. Service of Notices.**

Whenever a notice is required to be given under this chapter and unless specifically provided otherwise, it shall be served pursuant to the process set out in chapter 4.40.080, et seq.

**Section 5.30.100. Appeals Procedure.**

Any person or entity who is adversely affected by the Notice of Violation and Order to Correct specified in section 5.30.080 may appeal such notice to the enforcement official within 20 calendar days of the postmark on the hazard abatement notice by filing a written appeal with the enforcement official. Timely appeal shall stay any further action for removal or abatement until the date set for hearing, unless the weeds, hazardous vegetation, waste, or combustible material at issue presents an imminent fire hazard within 100 feet of any structure. The enforcement official shall set the matter for hearing before a hearing officer. The enforcement official shall notify the appellant by certified mail of the date and time set for such hearing, at least 15 days prior to said date. If the appellant resides outside the city, such notice of hearing shall be mailed to the appellant at least 20 days prior to the date set for the hearing. The hearing shall be conducted in accordance with the procedures set forth in section 4.40.090, et seq. of this code.

**Section. 5.30.110. Penalty – Infraction.**

A. Notwithstanding the provisions of any other section of this code, violation of any of the provisions of this chapter, or failure to comply with any of the regulatory requirements of this chapter, is an infraction.

B. Payment of the fine shall not excuse the failure to correct the violation nor shall it bar further enforcement action by the city.

**Section. 5.30.120. Seasonal Designation or Reoccurring Public Nuisance.**

In the case of a parcel containing a fire hazard where it has been necessary for the city to abate the nuisance in two consecutive years, and the fire hazard is seasonal or recurring, the city declares such a parcel to be a seasonal public nuisance. As to such parcels constituting a seasonal public nuisance, the enforcement official, or her/his designee may mail notice to the responsible person(s) of the property at the address that appears upon the current assessment roll. If the nuisance is not abated by the

responsible person(s) within the time specified, the city may proceed to abate the property and recover costs for doing so.

**Section. 5.30.130. Abatement and Summary Abatement**

Any condition caused, maintained, or permitted to exist in violation of any provisions of this code may be abated by the city pursuant to the procedures set forth in chapter 4.40 of the code.

SECTION 2. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 3: The City Council finds that this Ordinance is exempt from review under the California Environmental Quality Act (CEQA) under CEQA Guidelines 15301(h) (maintenance of existing landscaping and native growth) and 15304(i) (fuels management activities within 100 feet of structures to reduce the volume of flammable vegetation where the public agency having the fire protection responsibility has determined that 100 feet of fuel clearance is required due to extra hazardous fire conditions).

SECTION 4. The City Clerk is directed to certify this Ordinance and cause it to be published in the manner required by law.

SECTION 5. This Ordinance shall become effective 30 days following its adoption.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 by the following vote:

Yes:
No:
Abstain:
Absent:

_____ Date:_____
Mayor

Attest:

_____

Susan Blankenship, City Clerk

First Reading:
Published:
Second Reading:
Effective:

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

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: mF7Zi3DAnmuDkZWP8Va9 | **Proof Updated: Jun. 04, 2024 at 03:28pm PDT**
Notice Name: Defensible Space Ordinance | Publisher ID: 325454

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

| FILER | FILING FOR |
|---|---|
| CITY OF SOUTH LAKE TAHOE CITY CLERK<br>sblankenship@cityofslt.us<br>(530) 542-6005 | Tahoe Daily Tribune |

| | | | |
|---|---|---|---|
| **Columns Wide:** | 2 | **Ad Class:** | Legals |
| **Total Column Inches:** | 9.78 | | |
| **Number of Lines:** | 49 | | |

| | |
|---|---|
| 06/07/2024: Other Notice | 136.52 |
| Internet Flat Fee Charge | 40.00 |
| Affidavit flat charge | 10.00 |

| | |
|---|---|
| Subtotal | $186.52 |
| Tax | $0.00 |
| Processing Fee | $0.00 |
| **Total** | **$186.52** |

See Proof on Next Page

LEGAL PUBLICATION

CITY OF SOUTH LAKE TAHOE
SUMMARY OF PROPOSED ORDINANCE

NOTICE IS HEREBY GIVEN that on June 4, 2024, the City of South Lake Tahoe City Council waived first reading, read by title and referred to second reading and adoption at the June 18, 2024, City Council meeting the following ordinance:

**" An Ordinance Amending the South Lake Tahoe City Code to Add Chapter 5.30 (Hazardous Vegetation and Defensible Space) to Establish a Hazardous Vegetation and Combustible Material Abatement Program and Vegetation Management and Defensible Space Requirements "**

City Attorney's Summary of Ordinance:

"This ordinance would require the removal of hazardous vegetation and combustible materials to reduce the potential for fire. Specifically, the ordinance prohibits allowing the accumulation of weeds, grasses, hazardous vegetation, refuse, or other combustible material, requires a defensible space inspection report from the city prior to closing any real estate transaction, and requires maintenance of defensible space adjacent to structures including use of rock or non-combustible mulch within 5 feet of a structure and maintenance of defensible space up to the property line within 100 feet of a structure, unless a larger clearance area is required. The ordinance provides for inspections and enforcement, including abatement."

A copy of the proposed ordinance in its entirety is available for review at the City Clerk's Office or by contacting the City Clerk.

Susan Blankenship
Susan Blankenship, City Clerk
sblankenship@cityofslt.us
City of South Lake Tahoe
1901 Lisa Maloff Way, Ste 206
South Lake Tahoe, Ca 96150
(530) 542-6005

**Published: June 7, 2024**

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**15

**Agenda Item:** Direct Charge for Mello-Roos Special Tax for Community Facilities District No. 1995-1 for Fiscal Year 2024-2025

**Executive Summary:** In 1995, the City Council created Community Facilities District (CFD) No 1995-1 to fund public facilities related to the first redevelopment project at Ski Run Boulevard and Highway 50. Timeshare owners are not required to pay Transient Occupancy Tax when they use their interval time. To address this shortfall, the City established a Community Facilities District comprised solely of the Embassy Vacation Resort (EVR), currently called the Hilton Vacation Club Lake Tahoe Resort South, and its timeshare owners. Property owners within the District, which are the timeshare owners, must pay an annual Mello-Roos assessment with their property tax to the County. The revenue was used to fund public improvements that benefit the assessed property.

**Requested Action / Suggested Motions:** Pass a Resolution authorizing certification of direct charge for Mello-Roos Special Tax for Community Facilities District No. 1995-1 for Fiscal Year 2024-2025.

**Responsible Staff Member:** Olga Tikhomirova, Director of Finance

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

**Attachments:**

01-Staff Report 1995-1 CFD for FY2425.docx
02-Resolution 1995-1 CFD for FY2425.docx
03-FY2425 SLT CFD 1995-1 Preliminary Roll.pdf

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

## Meeting Date: June 18, 2024

**Title:** **FY 2024-2025 Direct Charge for Mello-Roos Special Tax for Community Facilities District No. 1995-1**

**Location:** Citywide

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

**Background:** In 1995, the City Council created Community Facilities District (CFD) No 1995-1 to fund public facilities related to the first redevelopment project at Ski Run Boulevard and Highway 50. Timeshare owners are not required to pay TOT when they use their interval time. To address this shortfall, the City established a Community Facilities District comprised solely of the Embassy Vacation Resort (EVR), currently called the Lake Tahoe Vacation Resort by Diamond Resorts, and its timeshare owners. Property owners within the District, which are the timeshare owners, must pay an annual Mello-Roos assessment with their property tax to the County. The revenue was used to fund public improvements that benefit the assessed property.

**Issue and Discussion:** Each year the City Council is required to certify to El Dorado County the amount of the CFD 1995-1 Mello-Roos assessment to be included on the property tax rolls. This annual certification is in accordance with established City policy and State law. The revenue from the Mello-Roos assessment is included in the annual budget for payment of redevelopment debt and maintenance of services provided through the General Fund.

There are three components to the assessment each year. First, the Facilities Special Tax is collected to pay for the public improvements installed. It is a fixed rate of $43.00 per year. Second, the Basic Services Special Tax Part (i) is collected to fulfill developer obligations under the Disposition and Development Agreement and it is a fixed rate of $1.50 per year.

The third component is the Basic Services Special Tax Part (ii), which is used to pay for maintenance of the improvements and for the provisions of General Fund services to the property. This assessment increases each year in accordance with the Consumer Price Index (CPI).

**Financial Implications:** Last year the assessment for Basic Services Special Tax Part (ii) was $7.10 per owner, this year it will increase to $7.36. The rate stated for Basic Services Special Tax Part (ii) has increased by 3.67% based on the annual percentage change for the previous year in the San Francisco, Oakland, Hayward, California Consumer Price Index.

The total special assessment levy for CFD 1995-1 for fiscal year 2024-2025 will be approximately $273,035.

**Environmental Considerations:** This action is categorically exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301 (Existing Facilities).

**Policy Implications:** None.

# Resolution 2024-XXX

## Adopted by the City of South Lake Tahoe City Council

## June 18, 2024

## Authorizing Certification of FY 2024/2025 Direct Charge for Mello-Roos Special Tax Community Facilities District No. 1995-1

**BACKGROUND**

A. The City of South Lake Tahoe Community Facilities District No. 1995-1 authorizes the City of South Lake Tahoe to levy certain special taxes to pay for identified facilities and services, as set forth in "A Resolution of the City Council of the City of South Lake Tahoe of Formation of Community Facilities District and to Levy a Special Tax," Resolution No. 1995-95.

B. The special taxes, fees, or assessments for Fiscal Year 2024/2025 need to be certified for placement on the Secured Property Tax Bills for El Dorado County, California.

C. In accordance with Community Facility District No. 1995-1, the maximum rate for Basic Services Special Tax Part (ii) has been increased by 3.67% based on the annual percentage change from the Consumer Price Index for the San Francisco-Oakland-Hayward, CA area.

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

1. Certifies the special taxes for CFD 1995-1 for FY 2024/2025 as follows:

| | |
|---|---|
| Facilities Special | $43.00 |
| Basic Services Special Tax Part (i) | $1.50 |
| Basic Services Special Tax Part (ii) | $7.36 |

2. Authorizes the Mayor of the City of South Lake Tahoe to execute the attached Annual Certification of Direct Charge for said CFD 1995-1 special tax for fiscal year 2024/2025.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 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.*

FY 2024/2025 ANNUAL CERTIFICATION OF DIRECT CHARGE

As agreed by City of South Lake Tahoe CFD 1995-1 , hereinafter referred to as "District", and El Dorado County, hereinafter referred to as "County", in paragraph 12 of the "Agreement for Collection of Special Taxes, Fees, and Assessments", the District hereby certifies that the special taxes, fees, or assessments listed below, to be placed on the County's Secured Property Tax bills by the District, meet the requirements of Proposition 218 that added Articles XIIIC and XIIID to the State Constitution.

The District agrees to defend, indemnify and hold harmless the County, the Board of Supervisors, the Auditor-Controller, its officers and employees, from litigation over whether the requirements of Proposition 218 were met with respect to such special taxes, fees, or assessments.

If any judgement is entered against any indemnified party as a result of not meeting the requirements of Proposition 218 for such special taxes, fees, or assessments, the District agrees that the county may offset the amount of any judgement paid by an indemnified party from any monies collected by the County on the behalf of the District, including property taxes, special taxes, fees, or assessments.

_____ _____

Cody Bass, Mayor Date
City of South Lake Tahoe

2024/2025 Special Taxes, Fees, or Assessments to be Placed on the Secured Property Tax Bills:

| Tax Class | Description | Amount |
|---|---|---|
| 361 | Mello-Roos, CFD #1995-1 | |
| | Special Tax - Facilities | $ 43.00 |
| | Basic Services Special Tax Part (i) | $1.50 |
| | Basic Services Special Tax Part (ii) | $7.36* |

* The maximum rate for Basic Services Special Tax Part (ii) has been increased by 3.67% based on the annual percentage change from the Consumer Price Index for the San Francisco-Oakland-Hayward, CA area.

*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
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-001-001-510 | $375.00 | $1,125.00 | $25.92 |
| 501-001-001-520 | 204.00 | 816.00 | 25.92 |
| 501-001-002-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-002-520 | 348.00 | 1,054.00 | 25.92 |
| 501-001-003-510 | 222.00 | 890.00 | 25.92 |
| 501-001-003-520 | 222.00 | 890.00 | 25.92 |
| 501-001-004-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-004-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-005-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-005-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-006-510 | 218.00 | 873.00 | 25.92 |
| 501-001-006-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-007-510 | 208.00 | 832.00 | 25.92 |
| 501-001-007-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-008-510 | 348.00 | 1,054.00 | 25.92 |
| 501-001-008-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-009-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-009-520 | 100.00 | 900.00 | 25.92 |
| 501-001-010-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-011-510 | 348.00 | 1,054.00 | 25.92 |
| 501-001-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-012-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-012-520 | 214.00 | 856.00 | 25.92 |
| 501-001-013-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-014-520 | 208.00 | 832.00 | 25.92 |
| 501-001-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-015-520 | 606.00 | 1,840.00 | 25.92 |
| 501-001-016-510 | 222.00 | 890.00 | 25.92 |
| 501-001-016-520 | 214.00 | 856.00 | 25.92 |
| 501-001-017-510 | 606.00 | 1,840.00 | 25.92 |
| 501-001-017-520 | 210.00 | 840.00 | 25.92 |
| 501-001-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-018-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-019-520 | 222.00 | 890.00 | 25.92 |
| 501-001-020-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-020-520 | 210.00 | 840.00 | 25.92 |
| 501-001-021-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-021-520 | 210.00 | 840.00 | 25.92 |
| 501-001-022-510 | 214.00 | 856.00 | 25.92 |
| 501-001-022-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-023-510 | 218.00 | 873.00 | 25.92 |
| 501-001-023-520 | 210.00 | 840.00 | 25.92 |
| 501-001-024-510 | 606.00 | 1,840.00 | 25.92 |
| 501-001-024-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-025-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-025-520 | 450.00 | 1,350.00 | 25.92 |
| 501-001-026-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-026-520 | 348.00 | 1,054.00 | 25.92 |
| 501-001-027-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-028-520 | 606.00 | 1,840.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-001-029-510 | 606.00 | 1,840.00 | 25.92 |
| 501-001-029-520 | 222.00 | 890.00 | 25.92 |
| 501-001-030-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-030-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-031-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-031-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-032-510 | 450.00 | 1,350.00 | 25.92 |
| 501-001-032-520 | 214.00 | 856.00 | 25.92 |
| 501-001-033-510 | 606.00 | 1,840.00 | 25.92 |
| 501-001-033-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-034-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-034-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-035-510 | 273.00 | 1,104.00 | 25.92 |
| 501-001-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-036-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-036-520 | 476.00 | 1,442.00 | 25.92 |
| 501-001-037-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-037-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-038-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-038-520 | 606.00 | 1,840.00 | 25.92 |
| 501-001-039-510 | 226.00 | 906.00 | 25.92 |
| 501-001-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-040-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-040-520 | 606.00 | 1,840.00 | 25.92 |
| 501-001-041-510 | 606.00 | 1,840.00 | 25.92 |
| 501-001-041-520 | 218.00 | 873.00 | 25.92 |
| 501-001-042-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-042-520 | 606.00 | 1,840.00 | 25.92 |
| 501-001-043-510 | 606.00 | 1,840.00 | 25.92 |
| 501-001-043-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-044-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-044-520 | 204.00 | 816.00 | 25.92 |
| 501-001-045-510 | 214.00 | 856.00 | 25.92 |
| 501-001-045-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-046-510 | 218.00 | 873.00 | 25.92 |
| 501-001-046-520 | 375.00 | 1,125.00 | 25.92 |
| 501-001-047-510 | 375.00 | 1,125.00 | 25.92 |
| 501-001-047-520 | 436.00 | 1,319.00 | 25.92 |
| 501-001-048-510 | 450.00 | 1,350.00 | 25.92 |
| 501-001-048-520 | 218.00 | 873.00 | 25.92 |
| 501-001-050-510 | 437.00 | 1,326.00 | 25.92 |
| 501-001-050-520 | 222.00 | 890.00 | 25.92 |
| 501-001-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-001-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-002-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-001-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-002-510 | 606.00 | 1,840.00 | 25.92 |
| 501-002-002-520 | 273.00 | 1,104.00 | 25.92 |
| 501-002-003-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-003-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-004-510 | 606.00 | 1,840.00 | 25.92 |
| 501-002-004-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-005-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-005-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-006-510 | 348.00 | 1,054.00 | 25.92 |
| 501-002-006-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-002-007-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-007-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-008-510 | 606.00 | 1,840.00 | 25.92 |
| 501-002-008-520 | 210.00 | 840.00 | 25.92 |
| 501-002-009-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-009-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-010-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-011-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-012-510 | 222.00 | 890.00 | 25.92 |
| 501-002-012-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-013-510 | 218.00 | 873.00 | 25.92 |
| 501-002-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-014-520 | 606.00 | 1,840.00 | 25.92 |
| 501-002-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-015-520 | 348.00 | 1,054.00 | 25.92 |
| 501-002-016-510 | 210.00 | 840.00 | 25.92 |
| 501-002-016-520 | 218.00 | 873.00 | 25.92 |
| 501-002-017-510 | 606.00 | 1,840.00 | 25.92 |
| 501-002-017-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-018-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-019-520 | 218.00 | 873.00 | 25.92 |
| 501-002-020-510 | 214.00 | 856.00 | 25.92 |
| 501-002-020-520 | 606.00 | 1,840.00 | 25.92 |
| 501-002-021-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-021-520 | 536.00 | 1,623.00 | 25.92 |
| 501-002-022-510 | 273.00 | 1,104.00 | 25.92 |
| 501-002-022-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-023-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-023-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-024-510 | 437.00 | 1,326.00 | 25.92 |
| 501-002-024-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-025-510 | 437.00 | 1,326.00 | 25.92 |
| 501-002-025-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-026-510 | 606.00 | 1,840.00 | 25.92 |
| 501-002-026-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-027-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-028-520 | 226.00 | 906.00 | 25.92 |
| 501-002-029-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-029-520 | 222.00 | 890.00 | 25.92 |
| 501-002-030-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-030-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-031-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-031-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-032-510 | 208.00 | 832.00 | 25.92 |
| 501-002-032-520 | 214.00 | 856.00 | 25.92 |
| 501-002-033-510 | 476.00 | 1,442.00 | 25.92 |
| 501-002-033-520 | 214.00 | 856.00 | 25.92 |
| 501-002-034-510 | 214.00 | 856.00 | 25.92 |
| 501-002-034-520 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-002-035-510 | 606.00 | 1,840.00 | 25.92 |
| 501-002-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-036-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-036-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-037-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-037-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-038-510 | 606.00 | 1,840.00 | 25.92 |
| 501-002-038-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-039-510 | 204.00 | 816.00 | 25.92 |
| 501-002-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-040-510 | 222.00 | 890.00 | 25.92 |
| 501-002-040-520 | 476.00 | 1,442.00 | 25.92 |
| 501-002-041-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-041-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-042-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-042-520 | 348.00 | 1,054.00 | 25.92 |
| 501-002-043-510 | 437.00 | 1,326.00 | 25.92 |
| 501-002-043-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-044-510 | 348.00 | 1,054.00 | 25.92 |
| 501-002-044-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-045-510 | 437.00 | 1,326.00 | 25.92 |
| 501-002-045-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-046-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-046-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-047-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-047-520 | 348.00 | 1,054.00 | 25.92 |
| 501-002-048-510 | 214.00 | 856.00 | 25.92 |
| 501-002-048-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-050-510 | 375.00 | 1,125.00 | 25.92 |
| 501-002-050-520 | 375.00 | 1,125.00 | 25.92 |
| 501-002-051-000 | 459.00 | 1,845.00 | 51.86 |
| 501-002-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-001-000 | 355.00 | 1,429.00 | 51.86 |
| 501-003-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-004-000 | 703.00 | 2,123.00 | 51.86 |
| 501-003-005-000 | 583.00 | 1,761.00 | 51.86 |
| 501-003-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-007-000 | 315.00 | 1,260.00 | 51.86 |
| 501-003-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-009-000 | 459.00 | 1,845.00 | 51.86 |
| 501-003-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-011-000 | 429.00 | 1,727.00 | 51.86 |
| 501-003-012-000 | 898.00 | 2,708.00 | 51.86 |
| 501-003-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-016-000 | 355.00 | 1,429.00 | 51.86 |
| 501-003-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-019-000 | 369.00 | 1,485.00 | 51.86 |
| 501-003-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-024-000 | 315.00 | 1,260.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-003-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-026-000 | 376.00 | 1,514.00 | 51.86 |
| 501-003-027-000 | 362.00 | 1,457.00 | 51.86 |
| 501-003-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-029-000 | 703.00 | 2,123.00 | 51.86 |
| 501-003-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-033-000 | 703.00 | 2,123.00 | 51.86 |
| 501-003-034-000 | 429.00 | 1,727.00 | 51.86 |
| 501-003-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-036-000 | 315.00 | 1,260.00 | 51.86 |
| 501-003-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-041-000 | 761.00 | 2,301.00 | 51.86 |
| 501-003-042-000 | 898.00 | 2,708.00 | 51.86 |
| 501-003-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-044-000 | 376.00 | 1,514.00 | 51.86 |
| 501-003-045-000 | 315.00 | 1,260.00 | 51.86 |
| 501-003-046-000 | 898.00 | 2,708.00 | 51.86 |
| 501-003-047-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-048-000 | 369.00 | 1,485.00 | 51.86 |
| 501-003-050-000 | 369.00 | 1,485.00 | 51.86 |
| 501-003-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-003-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-001-000 | 306.00 | 1,224.00 | 51.86 |
| 501-004-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-004-000 | 200.00 | 1,800.00 | 51.86 |
| 501-004-005-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-006-000 | 362.00 | 1,457.00 | 51.86 |
| 501-004-007-000 | 650.00 | 1,950.00 | 51.86 |
| 501-004-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-009-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-010-000 | 583.00 | 1,761.00 | 51.86 |
| 501-004-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-012-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-017-000 | 376.00 | 1,514.00 | 51.86 |
| 501-004-018-000 | 369.00 | 1,485.00 | 51.86 |
| 501-004-019-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-024-000 | 200.00 | 1,800.00 | 51.86 |
| 501-004-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-026-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-028-000 | 703.00 | 2,123.00 | 51.86 |
| 501-004-029-000 | 898.00 | 2,708.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-004-030-000 | 643.00 | 1,940.00 | 51.86 |
| 501-004-031-000 | 300.00 | 1,200.00 | 51.86 |
| 501-004-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-034-000 | 369.00 | 1,485.00 | 51.86 |
| 501-004-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-040-000 | 204.00 | 816.00 | 51.86 |
| 501-004-041-000 | 362.00 | 1,457.00 | 51.86 |
| 501-004-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-043-000 | 583.00 | 1,761.00 | 51.86 |
| 501-004-044-000 | 459.00 | 1,845.00 | 51.86 |
| 501-004-045-000 | 703.00 | 2,123.00 | 51.86 |
| 501-004-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-047-000 | 376.00 | 1,514.00 | 51.86 |
| 501-004-048-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-050-000 | 376.00 | 1,514.00 | 51.86 |
| 501-004-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-004-052-000 | 362.00 | 1,457.00 | 51.86 |
| 501-005-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-002-000 | 300.00 | 1,200.00 | 51.86 |
| 501-005-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-004-000 | 200.00 | 1,800.00 | 51.86 |
| 501-005-005-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-007-000 | 315.00 | 1,260.00 | 51.86 |
| 501-005-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-009-000 | 315.00 | 1,260.00 | 51.86 |
| 501-005-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-012-000 | 583.00 | 1,761.00 | 51.86 |
| 501-005-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-014-000 | 898.00 | 2,708.00 | 51.86 |
| 501-005-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-019-000 | 703.00 | 2,123.00 | 51.86 |
| 501-005-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-024-000 | 583.00 | 1,761.00 | 51.86 |
| 501-005-025-000 | 315.00 | 1,260.00 | 51.86 |
| 501-005-026-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-031-000 | 312.00 | 1,248.00 | 51.86 |
| 501-005-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-034-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-005-035-000 | 369.00 | 1,485.00 | 51.86 |
| 501-005-036-000 | 312.00 | 1,248.00 | 51.86 |
| 501-005-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-038-000 | 369.00 | 1,485.00 | 51.86 |
| 501-005-039-000 | 583.00 | 1,761.00 | 51.86 |
| 501-005-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-041-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-044-000 | 315.00 | 1,260.00 | 51.86 |
| 501-005-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-047-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-048-000 | 550.00 | 1,650.00 | 51.86 |
| 501-005-050-000 | 376.00 | 1,514.00 | 51.86 |
| 501-005-051-000 | 306.00 | 1,224.00 | 51.86 |
| 501-005-052-000 | 312.00 | 1,248.00 | 51.86 |
| 501-006-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-003-000 | 643.00 | 1,940.00 | 51.86 |
| 501-006-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-005-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-006-000 | 362.00 | 1,457.00 | 51.86 |
| 501-006-007-000 | 369.00 | 1,485.00 | 51.86 |
| 501-006-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-009-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-012-000 | 643.00 | 1,940.00 | 51.86 |
| 501-006-013-000 | 300.00 | 1,200.00 | 51.86 |
| 501-006-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-017-000 | 459.00 | 1,845.00 | 51.86 |
| 501-006-018-000 | 376.00 | 1,514.00 | 51.86 |
| 501-006-019-000 | 369.00 | 1,485.00 | 51.86 |
| 501-006-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-026-000 | 315.00 | 1,260.00 | 51.86 |
| 501-006-027-000 | 703.00 | 2,123.00 | 51.86 |
| 501-006-028-000 | 376.00 | 1,514.00 | 51.86 |
| 501-006-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-033-000 | 369.00 | 1,485.00 | 51.86 |
| 501-006-034-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-036-000 | 362.00 | 1,457.00 | 51.86 |
| 501-006-037-000 | 429.00 | 1,727.00 | 51.86 |
| 501-006-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-039-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-006-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-041-000 | 898.00 | 2,708.00 | 51.86 |
| 501-006-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-047-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-048-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-006-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-004-000 | 315.00 | 1,260.00 | 51.86 |
| 501-007-005-000 | 369.00 | 1,485.00 | 51.86 |
| 501-007-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-009-000 | 703.00 | 2,123.00 | 51.86 |
| 501-007-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-011-000 | 340.00 | 1,360.00 | 51.86 |
| 501-007-012-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-015-000 | 583.00 | 1,761.00 | 51.86 |
| 501-007-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-019-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-020-000 | 898.00 | 2,708.00 | 51.86 |
| 501-007-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-024-000 | 376.00 | 1,514.00 | 51.86 |
| 501-007-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-026-000 | 306.00 | 1,224.00 | 51.86 |
| 501-007-027-000 | 898.00 | 2,708.00 | 51.86 |
| 501-007-028-000 | 312.00 | 1,248.00 | 51.86 |
| 501-007-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-033-000 | 583.00 | 1,761.00 | 51.86 |
| 501-007-034-000 | 459.00 | 1,845.00 | 51.86 |
| 501-007-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-038-000 | 703.00 | 2,123.00 | 51.86 |
| 501-007-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-041-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-042-000 | 376.00 | 1,514.00 | 51.86 |
| 501-007-043-000 | 429.00 | 1,727.00 | 51.86 |
| 501-007-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-045-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-007-046-000 | 703.00 | 2,123.00 | 51.86 |
| 501-007-047-000 | 452.00 | 1,816.00 | 51.86 |
| 501-007-048-000 | 306.00 | 1,224.00 | 51.86 |
| 501-007-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-007-052-000 | 376.00 | 1,514.00 | 51.86 |
| 501-008-001-000 | 362.00 | 1,457.00 | 51.86 |
| 501-008-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-005-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-009-000 | 429.00 | 1,727.00 | 51.86 |
| 501-008-010-000 | 315.00 | 1,260.00 | 51.86 |
| 501-008-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-012-000 | 362.00 | 1,457.00 | 51.86 |
| 501-008-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-016-000 | 362.00 | 1,457.00 | 51.86 |
| 501-008-017-000 | 369.00 | 1,485.00 | 51.86 |
| 501-008-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-019-000 | 429.00 | 1,727.00 | 51.86 |
| 501-008-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-026-000 | 376.00 | 1,514.00 | 51.86 |
| 501-008-027-000 | 459.00 | 1,845.00 | 51.86 |
| 501-008-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-030-000 | 376.00 | 1,514.00 | 51.86 |
| 501-008-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-035-000 | 703.00 | 2,123.00 | 51.86 |
| 501-008-036-000 | 429.00 | 1,727.00 | 51.86 |
| 501-008-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-038-000 | 200.00 | 1,800.00 | 51.86 |
| 501-008-039-000 | 761.00 | 2,301.00 | 51.86 |
| 501-008-040-000 | 362.00 | 1,457.00 | 51.86 |
| 501-008-041-000 | 300.00 | 1,200.00 | 51.86 |
| 501-008-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-043-000 | 583.00 | 1,761.00 | 51.86 |
| 501-008-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-047-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-048-000 | 369.00 | 1,485.00 | 51.86 |
| 501-008-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-008-052-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-009-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-002-000 | 376.00 | 1,514.00 | 51.86 |
| 501-009-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-005-000 | 429.00 | 1,727.00 | 51.86 |
| 501-009-006-000 | 200.00 | 1,800.00 | 51.86 |
| 501-009-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-008-000 | 429.00 | 1,727.00 | 51.86 |
| 501-009-009-000 | 583.00 | 1,761.00 | 51.86 |
| 501-009-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-012-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-015-000 | 369.00 | 1,485.00 | 51.86 |
| 501-009-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-019-000 | 429.00 | 1,727.00 | 51.86 |
| 501-009-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-022-000 | 306.00 | 1,224.00 | 51.86 |
| 501-009-023-000 | 306.00 | 1,224.00 | 51.86 |
| 501-009-024-000 | 306.00 | 1,224.00 | 51.86 |
| 501-009-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-026-000 | 898.00 | 2,708.00 | 51.86 |
| 501-009-027-000 | 376.00 | 1,514.00 | 51.86 |
| 501-009-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-030-000 | 898.00 | 2,708.00 | 51.86 |
| 501-009-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-032-000 | 429.00 | 1,727.00 | 51.86 |
| 501-009-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-034-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-036-000 | 376.00 | 1,514.00 | 51.86 |
| 501-009-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-038-000 | 306.00 | 1,224.00 | 51.86 |
| 501-009-039-000 | 429.00 | 1,727.00 | 51.86 |
| 501-009-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-041-000 | 761.00 | 2,301.00 | 51.86 |
| 501-009-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-047-000 | 369.00 | 1,485.00 | 51.86 |
| 501-009-048-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-009-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-010-001-510 | 222.00 | 890.00 | 25.92 |
| 501-010-001-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-002-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-002-520 | 218.00 | 873.00 | 25.92 |
| 501-010-003-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-010-003-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-004-510 | 476.00 | 1,442.00 | 25.92 |
| 501-010-004-520 | 273.00 | 1,104.00 | 25.92 |
| 501-010-005-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-005-520 | 476.00 | 1,442.00 | 25.92 |
| 501-010-006-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-006-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-007-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-007-520 | 226.00 | 906.00 | 25.92 |
| 501-010-008-510 | 606.00 | 1,840.00 | 25.92 |
| 501-010-008-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-009-510 | 450.00 | 1,350.00 | 25.92 |
| 501-010-009-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-010-510 | 218.00 | 873.00 | 25.92 |
| 501-010-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-011-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-012-510 | 437.00 | 1,326.00 | 25.92 |
| 501-010-012-520 | 476.00 | 1,442.00 | 25.92 |
| 501-010-013-510 | 450.00 | 1,350.00 | 25.92 |
| 501-010-013-520 | 273.00 | 1,104.00 | 25.92 |
| 501-010-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-014-520 | 222.00 | 890.00 | 25.92 |
| 501-010-015-510 | 226.00 | 906.00 | 25.92 |
| 501-010-015-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-016-510 | 348.00 | 1,054.00 | 25.92 |
| 501-010-016-520 | 214.00 | 856.00 | 25.92 |
| 501-010-017-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-017-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-018-520 | 226.00 | 906.00 | 25.92 |
| 501-010-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-019-520 | 348.00 | 1,054.00 | 25.92 |
| 501-010-020-510 | 348.00 | 1,054.00 | 25.92 |
| 501-010-020-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-021-510 | 218.00 | 873.00 | 25.92 |
| 501-010-021-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-022-510 | 273.00 | 1,104.00 | 25.92 |
| 501-010-022-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-023-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-023-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-024-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-024-520 | 606.00 | 1,840.00 | 25.92 |
| 501-010-025-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-025-520 | 218.00 | 873.00 | 25.92 |
| 501-010-026-510 | 222.00 | 890.00 | 25.92 |
| 501-010-026-520 | 218.00 | 873.00 | 25.92 |
| 501-010-027-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-028-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-029-510 | 348.00 | 1,054.00 | 25.92 |
| 501-010-029-520 | 450.00 | 1,350.00 | 25.92 |
| 501-010-030-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-030-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-031-510 | 450.00 | 1,350.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-010-031-520 | 606.00 | 1,840.00 | 25.92 |
| 501-010-032-510 | 476.00 | 1,442.00 | 25.92 |
| 501-010-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-033-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-033-520 | 606.00 | 1,840.00 | 25.92 |
| 501-010-034-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-034-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-035-510 | 204.00 | 816.00 | 25.92 |
| 501-010-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-036-510 | 269.00 | 1,088.00 | 25.92 |
| 501-010-036-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-037-510 | 606.00 | 1,840.00 | 25.92 |
| 501-010-037-520 | 348.00 | 1,054.00 | 25.92 |
| 501-010-038-510 | 476.00 | 1,442.00 | 25.92 |
| 501-010-038-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-039-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-040-510 | 606.00 | 1,840.00 | 25.92 |
| 501-010-040-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-041-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-041-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-042-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-042-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-043-510 | 210.00 | 840.00 | 25.92 |
| 501-010-043-520 | 218.00 | 873.00 | 25.92 |
| 501-010-044-510 | 214.00 | 856.00 | 25.92 |
| 501-010-044-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-045-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-045-520 | 218.00 | 873.00 | 25.92 |
| 501-010-046-510 | 214.00 | 856.00 | 25.92 |
| 501-010-046-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-047-510 | 436.00 | 1,319.00 | 25.92 |
| 501-010-047-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-048-510 | 375.00 | 1,125.00 | 25.92 |
| 501-010-048-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-050-510 | 450.00 | 1,350.00 | 25.92 |
| 501-010-050-520 | 375.00 | 1,125.00 | 25.92 |
| 501-010-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-010-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-011-001-510 | 348.00 | 1,054.00 | 25.92 |
| 501-011-001-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-002-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-002-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-003-510 | 222.00 | 890.00 | 25.92 |
| 501-011-003-520 | 226.00 | 906.00 | 25.92 |
| 501-011-004-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-004-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-005-510 | 222.00 | 890.00 | 25.92 |
| 501-011-005-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-006-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-006-520 | 437.00 | 1,326.00 | 25.92 |
| 501-011-007-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-007-520 | 606.00 | 1,840.00 | 25.92 |
| 501-011-008-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-008-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-009-510 | 210.00 | 840.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-011-009-520 | 273.00 | 1,104.00 | 25.92 |
| 501-011-010-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-011-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-012-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-012-520 | 222.00 | 890.00 | 25.92 |
| 501-011-013-510 | 348.00 | 1,054.00 | 25.92 |
| 501-011-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-014-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-015-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-015-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-016-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-016-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-017-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-017-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-018-520 | 214.00 | 856.00 | 25.92 |
| 501-011-019-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-019-520 | 606.00 | 1,840.00 | 25.92 |
| 501-011-020-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-020-520 | 100.00 | 900.00 | 25.92 |
| 501-011-021-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-021-520 | 437.00 | 1,326.00 | 25.92 |
| 501-011-022-510 | 476.00 | 1,442.00 | 25.92 |
| 501-011-022-520 | 437.00 | 1,326.00 | 25.92 |
| 501-011-023-510 | 476.00 | 1,442.00 | 25.92 |
| 501-011-023-520 | 218.00 | 873.00 | 25.92 |
| 501-011-024-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-024-520 | 450.00 | 1,350.00 | 25.92 |
| 501-011-025-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-025-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-026-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-026-520 | 606.00 | 1,840.00 | 25.92 |
| 501-011-027-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-028-520 | 210.00 | 840.00 | 25.92 |
| 501-011-029-510 | 436.00 | 1,319.00 | 25.92 |
| 501-011-029-520 | 476.00 | 1,442.00 | 25.92 |
| 501-011-030-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-030-520 | 437.00 | 1,326.00 | 25.92 |
| 501-011-031-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-031-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-032-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-033-510 | 606.00 | 1,840.00 | 25.92 |
| 501-011-033-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-034-510 | 476.00 | 1,442.00 | 25.92 |
| 501-011-034-520 | 348.00 | 1,054.00 | 25.92 |
| 501-011-035-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-036-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-036-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-037-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-011-037-520 | 606.00 | 1,840.00 | 25.92 |
| 501-011-038-510 | 222.00 | 890.00 | 25.92 |
| 501-011-038-520 | 218.00 | 873.00 | 25.92 |
| 501-011-039-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-040-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-040-520 | 606.00 | 1,840.00 | 25.92 |
| 501-011-041-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-041-520 | 218.00 | 873.00 | 25.92 |
| 501-011-042-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-042-520 | 437.00 | 1,326.00 | 25.92 |
| 501-011-043-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-043-520 | 437.00 | 1,326.00 | 25.92 |
| 501-011-044-510 | 348.00 | 1,054.00 | 25.92 |
| 501-011-044-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-045-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-045-520 | 375.00 | 1,125.00 | 25.92 |
| 501-011-046-510 | 226.00 | 906.00 | 25.92 |
| 501-011-046-520 | 606.00 | 1,840.00 | 25.92 |
| 501-011-047-510 | 273.00 | 1,104.00 | 25.92 |
| 501-011-047-520 | 222.00 | 890.00 | 25.92 |
| 501-011-048-510 | 375.00 | 1,125.00 | 25.92 |
| 501-011-048-520 | 210.00 | 840.00 | 25.92 |
| 501-011-050-510 | 476.00 | 1,442.00 | 25.92 |
| 501-011-050-520 | 214.00 | 856.00 | 25.92 |
| 501-011-051-000 | 200.00 | 1,800.00 | 51.86 |
| 501-011-052-000 | 703.00 | 2,123.00 | 51.86 |
| 501-012-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-001-520 | 606.00 | 1,840.00 | 25.92 |
| 501-012-002-510 | 450.00 | 1,350.00 | 25.92 |
| 501-012-002-520 | 222.00 | 890.00 | 25.92 |
| 501-012-003-510 | 476.00 | 1,442.00 | 25.92 |
| 501-012-003-520 | 222.00 | 890.00 | 25.92 |
| 501-012-004-510 | 273.00 | 1,104.00 | 25.92 |
| 501-012-004-520 | 218.00 | 873.00 | 25.92 |
| 501-012-005-510 | 450.00 | 1,350.00 | 25.92 |
| 501-012-005-520 | 273.00 | 1,104.00 | 25.92 |
| 501-012-006-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-006-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-007-510 | 210.00 | 840.00 | 25.92 |
| 501-012-007-520 | 348.00 | 1,054.00 | 25.92 |
| 501-012-008-510 | 606.00 | 1,840.00 | 25.92 |
| 501-012-008-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-009-510 | 204.00 | 816.00 | 25.92 |
| 501-012-009-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-010-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-011-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-011-520 | 606.00 | 1,840.00 | 25.92 |
| 501-012-012-510 | 476.00 | 1,442.00 | 25.92 |
| 501-012-012-520 | 437.00 | 1,326.00 | 25.92 |
| 501-012-013-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-014-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-015-510 | 606.00 | 1,840.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-012-015-520 | 606.00 | 1,840.00 | 25.92 |
| 501-012-016-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-016-520 | 437.00 | 1,326.00 | 25.92 |
| 501-012-017-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-017-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-018-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-019-510 | 476.00 | 1,442.00 | 25.92 |
| 501-012-019-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-020-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-020-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-021-510 | 273.00 | 1,104.00 | 25.92 |
| 501-012-021-520 | 222.00 | 890.00 | 25.92 |
| 501-012-022-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-022-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-023-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-023-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-024-510 | 226.00 | 906.00 | 25.92 |
| 501-012-024-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-025-510 | 476.00 | 1,442.00 | 25.92 |
| 501-012-025-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-026-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-026-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-027-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-027-520 | 450.00 | 1,350.00 | 25.92 |
| 501-012-028-510 | 606.00 | 1,840.00 | 25.92 |
| 501-012-028-520 | 214.00 | 856.00 | 25.92 |
| 501-012-029-510 | 606.00 | 1,840.00 | 25.92 |
| 501-012-029-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-030-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-030-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-031-510 | 226.00 | 906.00 | 25.92 |
| 501-012-031-520 | 348.00 | 1,054.00 | 25.92 |
| 501-012-032-510 | 606.00 | 1,840.00 | 25.92 |
| 501-012-032-520 | 222.00 | 890.00 | 25.92 |
| 501-012-033-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-033-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-034-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-034-520 | 606.00 | 1,840.00 | 25.92 |
| 501-012-035-510 | 606.00 | 1,840.00 | 25.92 |
| 501-012-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-036-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-036-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-037-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-037-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-038-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-038-520 | 348.00 | 1,054.00 | 25.92 |
| 501-012-039-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-039-520 | 348.00 | 1,054.00 | 25.92 |
| 501-012-040-510 | 476.00 | 1,442.00 | 25.92 |
| 501-012-040-520 | 218.00 | 873.00 | 25.92 |
| 501-012-041-510 | 606.00 | 1,840.00 | 25.92 |
| 501-012-041-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-042-510 | 476.00 | 1,442.00 | 25.92 |
| 501-012-042-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-043-510 | 476.00 | 1,442.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-012-043-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-044-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-044-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-045-510 | 218.00 | 873.00 | 25.92 |
| 501-012-045-520 | 214.00 | 856.00 | 25.92 |
| 501-012-046-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-046-520 | 222.00 | 890.00 | 25.92 |
| 501-012-047-510 | 375.00 | 1,125.00 | 25.92 |
| 501-012-047-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-048-510 | 204.00 | 816.00 | 25.92 |
| 501-012-048-520 | 348.00 | 1,054.00 | 25.92 |
| 501-012-050-510 | 606.00 | 1,840.00 | 25.92 |
| 501-012-050-520 | 375.00 | 1,125.00 | 25.92 |
| 501-012-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-012-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-013-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-001-520 | 476.00 | 1,442.00 | 25.92 |
| 501-013-002-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-002-520 | 218.00 | 873.00 | 25.92 |
| 501-013-003-510 | 606.00 | 1,840.00 | 25.92 |
| 501-013-003-520 | 476.00 | 1,442.00 | 25.92 |
| 501-013-004-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-004-520 | 210.00 | 840.00 | 25.92 |
| 501-013-005-510 | 348.00 | 1,054.00 | 25.92 |
| 501-013-005-520 | 210.00 | 840.00 | 25.92 |
| 501-013-006-510 | 210.00 | 840.00 | 25.92 |
| 501-013-006-520 | 437.00 | 1,326.00 | 25.92 |
| 501-013-007-510 | 218.00 | 873.00 | 25.92 |
| 501-013-007-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-008-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-008-520 | 214.00 | 856.00 | 25.92 |
| 501-013-009-510 | 606.00 | 1,840.00 | 25.92 |
| 501-013-009-520 | 200.00 | 800.00 | 25.92 |
| 501-013-010-510 | 218.00 | 873.00 | 25.92 |
| 501-013-010-520 | 476.00 | 1,442.00 | 25.92 |
| 501-013-011-510 | 476.00 | 1,442.00 | 25.92 |
| 501-013-011-520 | 100.00 | 900.00 | 25.92 |
| 501-013-012-510 | 450.00 | 1,350.00 | 25.92 |
| 501-013-012-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-013-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-014-520 | 450.00 | 1,350.00 | 25.92 |
| 501-013-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-015-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-016-510 | 606.00 | 1,840.00 | 25.92 |
| 501-013-016-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-017-510 | 204.00 | 816.00 | 25.92 |
| 501-013-017-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-018-510 | 476.00 | 1,442.00 | 25.92 |
| 501-013-018-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-019-520 | 218.00 | 873.00 | 25.92 |
| 501-013-020-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-020-520 | 450.00 | 1,350.00 | 25.92 |
| 501-013-021-510 | 222.00 | 890.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-013-021-520 | 348.00 | 1,054.00 | 25.92 |
| 501-013-022-510 | 606.00 | 1,840.00 | 25.92 |
| 501-013-022-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-023-510 | 450.00 | 1,350.00 | 25.92 |
| 501-013-023-520 | 218.00 | 873.00 | 25.92 |
| 501-013-024-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-024-520 | 476.00 | 1,442.00 | 25.92 |
| 501-013-025-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-025-520 | 218.00 | 873.00 | 25.92 |
| 501-013-026-510 | 218.00 | 873.00 | 25.92 |
| 501-013-026-520 | 606.00 | 1,840.00 | 25.92 |
| 501-013-027-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-028-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-029-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-029-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-030-510 | 606.00 | 1,840.00 | 25.92 |
| 501-013-030-520 | 273.00 | 1,104.00 | 25.92 |
| 501-013-031-510 | 214.00 | 856.00 | 25.92 |
| 501-013-031-520 | 450.00 | 1,350.00 | 25.92 |
| 501-013-032-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-033-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-033-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-034-510 | 210.00 | 840.00 | 25.92 |
| 501-013-034-520 | 476.00 | 1,442.00 | 25.92 |
| 501-013-035-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-036-510 | 226.00 | 906.00 | 25.92 |
| 501-013-036-520 | 100.00 | 900.00 | 25.92 |
| 501-013-037-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-037-520 | 218.00 | 873.00 | 25.92 |
| 501-013-038-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-038-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-039-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-039-520 | 214.00 | 856.00 | 25.92 |
| 501-013-040-510 | 348.00 | 1,054.00 | 25.92 |
| 501-013-040-520 | 218.00 | 873.00 | 25.92 |
| 501-013-041-510 | 218.00 | 873.00 | 25.92 |
| 501-013-041-520 | 450.00 | 1,350.00 | 25.92 |
| 501-013-042-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-042-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-043-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-043-520 | 200.00 | 800.00 | 25.92 |
| 501-013-044-510 | 375.00 | 1,125.00 | 25.92 |
| 501-013-044-520 | 348.00 | 1,054.00 | 25.92 |
| 501-013-045-510 | 226.00 | 906.00 | 25.92 |
| 501-013-045-520 | 204.00 | 816.00 | 25.92 |
| 501-013-046-510 | 208.00 | 832.00 | 25.92 |
| 501-013-046-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-047-510 | 476.00 | 1,442.00 | 25.92 |
| 501-013-047-520 | 204.00 | 816.00 | 25.92 |
| 501-013-048-510 | 606.00 | 1,840.00 | 25.92 |
| 501-013-048-520 | 375.00 | 1,125.00 | 25.92 |
| 501-013-050-510 | 476.00 | 1,442.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-013-050-520 | 222.00 | 890.00 | 25.92 |
| 501-013-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-013-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-014-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-001-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-002-510 | 226.00 | 906.00 | 25.92 |
| 501-014-002-520 | 222.00 | 890.00 | 25.92 |
| 501-014-003-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-003-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-004-510 | 606.00 | 1,840.00 | 25.92 |
| 501-014-004-520 | 222.00 | 890.00 | 25.92 |
| 501-014-005-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-005-520 | 218.00 | 873.00 | 25.92 |
| 501-014-006-510 | 437.00 | 1,326.00 | 25.92 |
| 501-014-006-520 | 348.00 | 1,054.00 | 25.92 |
| 501-014-007-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-007-520 | 222.00 | 890.00 | 25.92 |
| 501-014-008-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-008-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-009-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-009-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-010-510 | 218.00 | 873.00 | 25.92 |
| 501-014-010-520 | 210.00 | 840.00 | 25.92 |
| 501-014-011-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-012-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-012-520 | 226.00 | 906.00 | 25.92 |
| 501-014-013-510 | 348.00 | 1,054.00 | 25.92 |
| 501-014-013-520 | 450.00 | 1,350.00 | 25.92 |
| 501-014-014-510 | 450.00 | 1,350.00 | 25.92 |
| 501-014-014-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-015-510 | 606.00 | 1,840.00 | 25.92 |
| 501-014-015-520 | 222.00 | 890.00 | 25.92 |
| 501-014-016-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-016-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-017-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-017-520 | 269.00 | 1,088.00 | 25.92 |
| 501-014-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-018-520 | 348.00 | 1,054.00 | 25.92 |
| 501-014-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-019-520 | 437.00 | 1,326.00 | 25.92 |
| 501-014-020-510 | 226.00 | 906.00 | 25.92 |
| 501-014-020-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-021-510 | 606.00 | 1,840.00 | 25.92 |
| 501-014-021-520 | 218.00 | 873.00 | 25.92 |
| 501-014-022-510 | 210.00 | 840.00 | 25.92 |
| 501-014-022-520 | 222.00 | 890.00 | 25.92 |
| 501-014-023-510 | 226.00 | 906.00 | 25.92 |
| 501-014-023-520 | 606.00 | 1,840.00 | 25.92 |
| 501-014-024-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-024-520 | 222.00 | 890.00 | 25.92 |
| 501-014-025-510 | 222.00 | 890.00 | 25.92 |
| 501-014-025-520 | 200.00 | 800.00 | 25.92 |
| 501-014-026-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-026-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-027-510 | 606.00 | 1,840.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-014-027-520 | 476.00 | 1,442.00 | 25.92 |
| 501-014-028-510 | 606.00 | 1,840.00 | 25.92 |
| 501-014-028-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-029-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-029-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-030-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-030-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-031-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-031-520 | 400.00 | 1,200.00 | 25.92 |
| 501-014-032-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-033-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-033-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-034-510 | 476.00 | 1,442.00 | 25.92 |
| 501-014-034-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-035-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-035-520 | 218.00 | 873.00 | 25.92 |
| 501-014-036-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-036-520 | 606.00 | 1,840.00 | 25.92 |
| 501-014-037-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-037-520 | 222.00 | 890.00 | 25.92 |
| 501-014-038-510 | 348.00 | 1,054.00 | 25.92 |
| 501-014-038-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-039-510 | 273.00 | 1,104.00 | 25.92 |
| 501-014-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-040-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-040-520 | 476.00 | 1,442.00 | 25.92 |
| 501-014-041-510 | 100.00 | 900.00 | 25.92 |
| 501-014-041-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-042-510 | 476.00 | 1,442.00 | 25.92 |
| 501-014-042-520 | 436.00 | 1,319.00 | 25.92 |
| 501-014-043-510 | 476.00 | 1,442.00 | 25.92 |
| 501-014-043-520 | 222.00 | 890.00 | 25.92 |
| 501-014-044-510 | 436.00 | 1,319.00 | 25.92 |
| 501-014-044-520 | 450.00 | 1,350.00 | 25.92 |
| 501-014-045-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-045-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-046-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-046-520 | 375.00 | 1,125.00 | 25.92 |
| 501-014-047-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-047-520 | 343.00 | 1,035.00 | 25.92 |
| 501-014-048-510 | 606.00 | 1,840.00 | 25.92 |
| 501-014-048-520 | 200.00 | 800.00 | 25.92 |
| 501-014-050-510 | 375.00 | 1,125.00 | 25.92 |
| 501-014-050-520 | 348.00 | 1,054.00 | 25.92 |
| 501-014-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-014-052-000 | 369.00 | 1,485.00 | 51.86 |
| 501-015-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-001-520 | 204.00 | 816.00 | 25.92 |
| 501-015-002-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-002-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-003-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-003-520 | 476.00 | 1,442.00 | 25.92 |
| 501-015-004-510 | 273.00 | 1,104.00 | 25.92 |
| 501-015-004-520 | 273.00 | 1,104.00 | 25.92 |
| 501-015-005-510 | 222.00 | 890.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-015-005-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-006-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-006-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-007-510 | 606.00 | 1,840.00 | 25.92 |
| 501-015-007-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-008-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-008-520 | 214.00 | 856.00 | 25.92 |
| 501-015-009-510 | 210.00 | 840.00 | 25.92 |
| 501-015-009-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-010-510 | 606.00 | 1,840.00 | 25.92 |
| 501-015-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-011-510 | 348.00 | 1,054.00 | 25.92 |
| 501-015-011-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-012-510 | 214.00 | 856.00 | 25.92 |
| 501-015-012-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-013-510 | 218.00 | 873.00 | 25.92 |
| 501-015-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-014-520 | 348.00 | 1,054.00 | 25.92 |
| 501-015-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-015-520 | 210.00 | 840.00 | 25.92 |
| 501-015-016-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-016-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-017-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-017-520 | 218.00 | 873.00 | 25.92 |
| 501-015-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-018-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-019-510 | 226.00 | 906.00 | 25.92 |
| 501-015-019-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-020-510 | 222.00 | 890.00 | 25.92 |
| 501-015-020-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-021-510 | 476.00 | 1,442.00 | 25.92 |
| 501-015-021-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-022-510 | 218.00 | 873.00 | 25.92 |
| 501-015-022-520 | 273.00 | 1,104.00 | 25.92 |
| 501-015-023-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-023-520 | 450.00 | 1,350.00 | 25.92 |
| 501-015-024-510 | 210.00 | 840.00 | 25.92 |
| 501-015-024-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-025-510 | 222.00 | 890.00 | 25.92 |
| 501-015-025-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-026-510 | 210.00 | 840.00 | 25.92 |
| 501-015-026-520 | 476.00 | 1,442.00 | 25.92 |
| 501-015-027-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-028-510 | 218.00 | 873.00 | 25.92 |
| 501-015-028-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-029-510 | 348.00 | 1,054.00 | 25.92 |
| 501-015-029-520 | 218.00 | 873.00 | 25.92 |
| 501-015-030-510 | 208.00 | 832.00 | 25.92 |
| 501-015-030-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-031-510 | 606.00 | 1,840.00 | 25.92 |
| 501-015-031-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-032-510 | 606.00 | 1,840.00 | 25.92 |
| 501-015-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-033-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-015-033-520 | 698.00 | 2,116.00 | 25.92 |
| 501-015-034-510 | 606.00 | 1,840.00 | 25.92 |
| 501-015-034-520 | 100.00 | 900.00 | 25.92 |
| 501-015-035-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-035-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-036-510 | 437.00 | 1,326.00 | 25.92 |
| 501-015-036-520 | 218.00 | 873.00 | 25.92 |
| 501-015-037-510 | 208.00 | 832.00 | 25.92 |
| 501-015-037-520 | 450.00 | 1,350.00 | 25.92 |
| 501-015-038-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-038-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-039-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-040-510 | 269.00 | 1,088.00 | 25.92 |
| 501-015-040-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-041-510 | 437.00 | 1,326.00 | 25.92 |
| 501-015-041-520 | 476.00 | 1,442.00 | 25.92 |
| 501-015-042-510 | 273.00 | 1,104.00 | 25.92 |
| 501-015-042-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-043-510 | 218.00 | 873.00 | 25.92 |
| 501-015-043-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-044-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-044-520 | 476.00 | 1,442.00 | 25.92 |
| 501-015-045-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-045-520 | 222.00 | 890.00 | 25.92 |
| 501-015-046-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-046-520 | 606.00 | 1,840.00 | 25.92 |
| 501-015-047-510 | 218.00 | 873.00 | 25.92 |
| 501-015-047-520 | 208.00 | 832.00 | 25.92 |
| 501-015-048-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-048-520 | 375.00 | 1,125.00 | 25.92 |
| 501-015-050-510 | 375.00 | 1,125.00 | 25.92 |
| 501-015-050-520 | 476.00 | 1,442.00 | 25.92 |
| 501-015-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-015-052-000 | 703.00 | 2,123.00 | 51.86 |
| 501-016-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-001-520 | 214.00 | 856.00 | 25.92 |
| 501-016-002-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-002-520 | 214.00 | 856.00 | 25.92 |
| 501-016-003-510 | 222.00 | 890.00 | 25.92 |
| 501-016-003-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-004-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-004-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-005-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-005-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-006-510 | 222.00 | 890.00 | 25.92 |
| 501-016-006-520 | 226.00 | 906.00 | 25.92 |
| 501-016-007-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-007-520 | 476.00 | 1,442.00 | 25.92 |
| 501-016-008-510 | 476.00 | 1,442.00 | 25.92 |
| 501-016-008-520 | 437.00 | 1,326.00 | 25.92 |
| 501-016-009-510 | 218.00 | 873.00 | 25.92 |
| 501-016-009-520 | 273.00 | 1,104.00 | 25.92 |
| 501-016-010-510 | 606.00 | 1,840.00 | 25.92 |
| 501-016-010-520 | 218.00 | 873.00 | 25.92 |
| 501-016-011-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-016-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-012-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-012-520 | 214.00 | 856.00 | 25.92 |
| 501-016-013-510 | 476.00 | 1,442.00 | 25.92 |
| 501-016-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-014-510 | 450.00 | 1,350.00 | 25.92 |
| 501-016-014-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-015-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-016-510 | 218.00 | 873.00 | 25.92 |
| 501-016-016-520 | 606.00 | 1,840.00 | 25.92 |
| 501-016-017-510 | 218.00 | 873.00 | 25.92 |
| 501-016-017-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-018-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-019-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-020-510 | 450.00 | 1,350.00 | 25.92 |
| 501-016-020-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-021-510 | 476.00 | 1,442.00 | 25.92 |
| 501-016-021-520 | 214.00 | 856.00 | 25.92 |
| 501-016-022-510 | 210.00 | 840.00 | 25.92 |
| 501-016-022-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-023-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-023-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-024-510 | 218.00 | 873.00 | 25.92 |
| 501-016-024-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-025-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-025-520 | 437.00 | 1,326.00 | 25.92 |
| 501-016-026-510 | 348.00 | 1,054.00 | 25.92 |
| 501-016-026-520 | 204.00 | 816.00 | 25.92 |
| 501-016-027-510 | 210.00 | 840.00 | 25.92 |
| 501-016-027-520 | 606.00 | 1,840.00 | 25.92 |
| 501-016-028-510 | 214.00 | 856.00 | 25.92 |
| 501-016-028-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-029-510 | 606.00 | 1,840.00 | 25.92 |
| 501-016-029-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-030-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-030-520 | 226.00 | 906.00 | 25.92 |
| 501-016-031-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-031-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-032-510 | 214.00 | 856.00 | 25.92 |
| 501-016-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-033-510 | 222.00 | 890.00 | 25.92 |
| 501-016-033-520 | 348.00 | 1,054.00 | 25.92 |
| 501-016-034-510 | 204.00 | 816.00 | 25.92 |
| 501-016-034-520 | 606.00 | 1,840.00 | 25.92 |
| 501-016-035-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-035-520 | 204.00 | 816.00 | 25.92 |
| 501-016-036-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-036-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-037-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-037-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-038-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-038-520 | 204.00 | 816.00 | 25.92 |
| 501-016-039-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-016-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-040-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-040-520 | 606.00 | 1,840.00 | 25.92 |
| 501-016-041-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-041-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-042-510 | 606.00 | 1,840.00 | 25.92 |
| 501-016-042-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-043-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-043-520 | 450.00 | 1,350.00 | 25.92 |
| 501-016-044-510 | 606.00 | 1,840.00 | 25.92 |
| 501-016-044-520 | 348.00 | 1,054.00 | 25.92 |
| 501-016-045-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-045-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-046-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-046-520 | 204.00 | 816.00 | 25.92 |
| 501-016-047-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-047-520 | 468.00 | 1,413.00 | 25.92 |
| 501-016-048-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-048-520 | 343.00 | 1,035.00 | 25.92 |
| 501-016-050-510 | 375.00 | 1,125.00 | 25.92 |
| 501-016-050-520 | 375.00 | 1,125.00 | 25.92 |
| 501-016-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-016-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-017-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-001-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-002-510 | 606.00 | 1,840.00 | 25.92 |
| 501-017-002-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-003-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-003-520 | 437.00 | 1,326.00 | 25.92 |
| 501-017-004-510 | 606.00 | 1,840.00 | 25.92 |
| 501-017-004-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-005-510 | 200.00 | 800.00 | 25.92 |
| 501-017-005-520 | 348.00 | 1,054.00 | 25.92 |
| 501-017-006-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-006-520 | 100.00 | 900.00 | 25.92 |
| 501-017-007-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-007-520 | 476.00 | 1,442.00 | 25.92 |
| 501-017-008-510 | 476.00 | 1,442.00 | 25.92 |
| 501-017-008-520 | 437.00 | 1,326.00 | 25.92 |
| 501-017-009-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-009-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-010-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-011-510 | 348.00 | 1,054.00 | 25.92 |
| 501-017-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-012-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-012-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-013-510 | 273.00 | 1,104.00 | 25.92 |
| 501-017-013-520 | 204.00 | 816.00 | 25.92 |
| 501-017-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-014-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-015-520 | 210.00 | 840.00 | 25.92 |
| 501-017-016-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-016-520 | 214.00 | 856.00 | 25.92 |
| 501-017-017-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-017-017-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-018-520 | 606.00 | 1,840.00 | 25.92 |
| 501-017-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-019-520 | 218.00 | 873.00 | 25.92 |
| 501-017-020-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-020-520 | 200.00 | 800.00 | 25.92 |
| 501-017-021-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-021-520 | 606.00 | 1,840.00 | 25.92 |
| 501-017-022-510 | 222.00 | 890.00 | 25.92 |
| 501-017-022-520 | 606.00 | 1,840.00 | 25.92 |
| 501-017-023-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-023-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-024-510 | 208.00 | 832.00 | 25.92 |
| 501-017-024-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-025-510 | 210.00 | 840.00 | 25.92 |
| 501-017-025-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-026-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-026-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-027-510 | 222.00 | 890.00 | 25.92 |
| 501-017-027-520 | 606.00 | 1,840.00 | 25.92 |
| 501-017-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-028-520 | 437.00 | 1,326.00 | 25.92 |
| 501-017-029-510 | 606.00 | 1,840.00 | 25.92 |
| 501-017-029-520 | 222.00 | 890.00 | 25.92 |
| 501-017-030-510 | 606.00 | 1,840.00 | 25.92 |
| 501-017-030-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-031-510 | 450.00 | 1,350.00 | 25.92 |
| 501-017-031-520 | 575.00 | 1,725.00 | 25.92 |
| 501-017-032-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-033-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-033-520 | 450.00 | 1,350.00 | 25.92 |
| 501-017-034-510 | 210.00 | 840.00 | 25.92 |
| 501-017-034-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-035-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-036-510 | 476.00 | 1,442.00 | 25.92 |
| 501-017-036-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-037-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-037-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-038-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-038-520 | 222.00 | 890.00 | 25.92 |
| 501-017-039-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-040-510 | 437.00 | 1,326.00 | 25.92 |
| 501-017-040-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-041-510 | 348.00 | 1,054.00 | 25.92 |
| 501-017-041-520 | 348.00 | 1,054.00 | 25.92 |
| 501-017-042-510 | 273.00 | 1,104.00 | 25.92 |
| 501-017-042-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-043-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-043-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-044-510 | 208.00 | 832.00 | 25.92 |
| 501-017-044-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-045-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-017-045-520 | 214.00 | 856.00 | 25.92 |
| 501-017-046-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-046-520 | 218.00 | 873.00 | 25.92 |
| 501-017-047-510 | 348.00 | 1,054.00 | 25.92 |
| 501-017-047-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-048-510 | 375.00 | 1,125.00 | 25.92 |
| 501-017-048-520 | 375.00 | 1,125.00 | 25.92 |
| 501-017-050-000 | 703.00 | 2,123.00 | 51.86 |
| 501-017-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-017-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-002-000 | 362.00 | 1,457.00 | 51.86 |
| 501-018-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-005-000 | 583.00 | 1,761.00 | 51.86 |
| 501-018-006-000 | 643.00 | 1,940.00 | 51.86 |
| 501-018-007-000 | 703.00 | 2,123.00 | 51.86 |
| 501-018-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-009-000 | 583.00 | 1,761.00 | 51.86 |
| 501-018-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-012-000 | 703.00 | 2,123.00 | 51.86 |
| 501-018-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-014-000 | 643.00 | 1,940.00 | 51.86 |
| 501-018-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-019-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-021-000 | 362.00 | 1,457.00 | 51.86 |
| 501-018-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-026-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-033-000 | 583.00 | 1,761.00 | 51.86 |
| 501-018-034-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-035-000 | 703.00 | 2,123.00 | 51.86 |
| 501-018-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-037-000 | 312.00 | 1,248.00 | 51.86 |
| 501-018-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-041-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-047-000 | 369.00 | 1,485.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-018-048-000 | 898.00 | 2,708.00 | 51.86 |
| 501-018-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-018-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-001-000 | 362.00 | 1,457.00 | 51.86 |
| 501-019-002-000 | 204.00 | 816.00 | 51.86 |
| 501-019-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-004-000 | 369.00 | 1,485.00 | 51.86 |
| 501-019-005-000 | 643.00 | 1,940.00 | 51.86 |
| 501-019-006-000 | 898.00 | 2,708.00 | 51.86 |
| 501-019-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-008-000 | 369.00 | 1,485.00 | 51.86 |
| 501-019-009-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-010-000 | 429.00 | 1,727.00 | 51.86 |
| 501-019-011-000 | 898.00 | 2,708.00 | 51.86 |
| 501-019-012-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-014-000 | 315.00 | 1,260.00 | 51.86 |
| 501-019-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-019-000 | 429.00 | 1,727.00 | 51.86 |
| 501-019-020-000 | 429.00 | 1,727.00 | 51.86 |
| 501-019-021-000 | 583.00 | 1,761.00 | 51.86 |
| 501-019-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-023-000 | 369.00 | 1,485.00 | 51.86 |
| 501-019-024-000 | 369.00 | 1,485.00 | 51.86 |
| 501-019-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-026-000 | 429.00 | 1,727.00 | 51.86 |
| 501-019-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-028-000 | 703.00 | 2,123.00 | 51.86 |
| 501-019-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-030-000 | 362.00 | 1,457.00 | 51.86 |
| 501-019-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-033-000 | 583.00 | 1,761.00 | 51.86 |
| 501-019-034-000 | 300.00 | 1,200.00 | 51.86 |
| 501-019-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-040-000 | 362.00 | 1,457.00 | 51.86 |
| 501-019-041-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-042-000 | 898.00 | 2,708.00 | 51.86 |
| 501-019-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-019-047-000 | 306.00 | 1,224.00 | 51.86 |
| 501-019-048-000 | 643.00 | 1,940.00 | 51.86 |
| 501-019-050-000 | 898.00 | 2,708.00 | 51.86 |
| 501-019-051-000 | 369.00 | 1,485.00 | 51.86 |
| 501-019-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-001-000 | 362.00 | 1,457.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-020-002-000 | 315.00 | 1,260.00 | 51.86 |
| 501-020-004-000 | 200.00 | 1,800.00 | 51.86 |
| 501-020-005-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-007-000 | 315.00 | 1,260.00 | 51.86 |
| 501-020-008-000 | 200.00 | 1,800.00 | 51.86 |
| 501-020-009-000 | 300.00 | 1,200.00 | 51.86 |
| 501-020-010-000 | 459.00 | 1,845.00 | 51.86 |
| 501-020-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-012-000 | 459.00 | 1,845.00 | 51.86 |
| 501-020-013-000 | 703.00 | 2,123.00 | 51.86 |
| 501-020-014-000 | 376.00 | 1,514.00 | 51.86 |
| 501-020-015-000 | 362.00 | 1,457.00 | 51.86 |
| 501-020-016-000 | 306.00 | 1,224.00 | 51.86 |
| 501-020-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-019-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-020-000 | 583.00 | 1,761.00 | 51.86 |
| 501-020-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-022-000 | 898.00 | 2,708.00 | 51.86 |
| 501-020-023-000 | 583.00 | 1,761.00 | 51.86 |
| 501-020-024-000 | 459.00 | 1,845.00 | 51.86 |
| 501-020-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-026-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-031-000 | 362.00 | 1,457.00 | 51.86 |
| 501-020-032-000 | 429.00 | 1,727.00 | 51.86 |
| 501-020-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-034-510 | 222.00 | 890.00 | 25.92 |
| 501-020-034-520 | 204.00 | 816.00 | 25.92 |
| 501-020-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-036-000 | 898.00 | 2,708.00 | 51.86 |
| 501-020-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-038-000 | 583.00 | 1,761.00 | 51.86 |
| 501-020-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-041-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-043-000 | 452.00 | 1,816.00 | 51.86 |
| 501-020-044-000 | 429.00 | 1,727.00 | 51.86 |
| 501-020-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-047-000 | 429.00 | 1,727.00 | 51.86 |
| 501-020-048-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-020-051-000 | 761.00 | 2,301.00 | 51.86 |
| 501-020-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-021-001-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-001-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-002-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-002-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-003-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-003-520 | 343.00 | 1,035.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-021-004-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-004-520 | 218.00 | 873.00 | 25.92 |
| 501-021-005-510 | 476.00 | 1,442.00 | 25.92 |
| 501-021-005-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-006-510 | 218.00 | 873.00 | 25.92 |
| 501-021-006-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-007-510 | 214.00 | 856.00 | 25.92 |
| 501-021-007-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-008-510 | 222.00 | 890.00 | 25.92 |
| 501-021-008-520 | 450.00 | 1,350.00 | 25.92 |
| 501-021-009-510 | 348.00 | 1,054.00 | 25.92 |
| 501-021-009-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-010-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-011-510 | 437.00 | 1,326.00 | 25.92 |
| 501-021-011-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-012-510 | 210.00 | 840.00 | 25.92 |
| 501-021-012-520 | 222.00 | 890.00 | 25.92 |
| 501-021-013-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-013-520 | 476.00 | 1,442.00 | 25.92 |
| 501-021-014-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-014-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-015-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-016-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-016-520 | 348.00 | 1,054.00 | 25.92 |
| 501-021-017-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-017-520 | 476.00 | 1,442.00 | 25.92 |
| 501-021-018-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-018-520 | 222.00 | 890.00 | 25.92 |
| 501-021-019-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-019-520 | 222.00 | 890.00 | 25.92 |
| 501-021-020-510 | 698.00 | 2,116.00 | 25.92 |
| 501-021-020-520 | 348.00 | 1,054.00 | 25.92 |
| 501-021-021-510 | 450.00 | 1,350.00 | 25.92 |
| 501-021-021-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-022-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-022-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-023-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-023-520 | 210.00 | 840.00 | 25.92 |
| 501-021-024-510 | 343.00 | 1,035.00 | 25.92 |
| 501-021-024-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-025-510 | 218.00 | 873.00 | 25.92 |
| 501-021-025-520 | 218.00 | 873.00 | 25.92 |
| 501-021-026-510 | 222.00 | 890.00 | 25.92 |
| 501-021-026-520 | 222.00 | 890.00 | 25.92 |
| 501-021-027-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-028-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-029-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-029-520 | 437.00 | 1,326.00 | 25.92 |
| 501-021-030-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-030-520 | 204.00 | 816.00 | 25.92 |
| 501-021-031-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-031-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-021-032-510 | 214.00 | 856.00 | 25.92 |
| 501-021-032-520 | 450.00 | 1,350.00 | 25.92 |
| 501-021-033-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-033-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-034-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-034-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-035-510 | 218.00 | 873.00 | 25.92 |
| 501-021-035-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-036-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-036-520 | 218.00 | 873.00 | 25.92 |
| 501-021-037-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-037-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-038-510 | 476.00 | 1,442.00 | 25.92 |
| 501-021-038-520 | 218.00 | 873.00 | 25.92 |
| 501-021-039-510 | 204.00 | 816.00 | 25.92 |
| 501-021-039-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-040-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-040-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-041-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-041-520 | 606.00 | 1,840.00 | 25.92 |
| 501-021-042-510 | 273.00 | 1,104.00 | 25.92 |
| 501-021-042-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-043-510 | 606.00 | 1,840.00 | 25.92 |
| 501-021-043-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-044-510 | 348.00 | 1,054.00 | 25.92 |
| 501-021-044-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-045-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-045-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-046-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-046-520 | 375.00 | 1,125.00 | 25.92 |
| 501-021-047-510 | 375.00 | 1,125.00 | 25.92 |
| 501-021-047-520 | 208.00 | 832.00 | 25.92 |
| 501-021-048-510 | 222.00 | 890.00 | 25.92 |
| 501-021-048-520 | 218.00 | 873.00 | 25.92 |
| 501-021-050-510 | 348.00 | 1,054.00 | 25.92 |
| 501-021-050-520 | 222.00 | 890.00 | 25.92 |
| 501-021-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-021-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-022-001-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-001-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-002-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-002-520 | 214.00 | 856.00 | 25.92 |
| 501-022-003-510 | 222.00 | 890.00 | 25.92 |
| 501-022-003-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-004-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-004-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-005-510 | 222.00 | 890.00 | 25.92 |
| 501-022-005-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-006-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-006-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-007-510 | 208.00 | 832.00 | 25.92 |
| 501-022-007-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-008-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-008-520 | 400.00 | 1,200.00 | 25.92 |
| 501-022-009-510 | 214.00 | 856.00 | 25.92 |
| 501-022-009-520 | 200.00 | 800.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-022-010-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-010-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-011-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-011-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-012-510 | 214.00 | 856.00 | 25.92 |
| 501-022-012-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-013-510 | 437.00 | 1,326.00 | 25.92 |
| 501-022-013-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-014-510 | 348.00 | 1,054.00 | 25.92 |
| 501-022-014-520 | 204.00 | 816.00 | 25.92 |
| 501-022-015-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-015-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-016-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-016-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-017-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-017-520 | 437.00 | 1,326.00 | 25.92 |
| 501-022-018-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-018-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-019-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-019-520 | 208.00 | 832.00 | 25.92 |
| 501-022-020-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-020-520 | 218.00 | 873.00 | 25.92 |
| 501-022-021-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-021-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-022-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-022-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-023-510 | 575.00 | 1,725.00 | 25.92 |
| 501-022-023-520 | 575.00 | 1,725.00 | 25.92 |
| 501-022-024-510 | 218.00 | 873.00 | 25.92 |
| 501-022-024-520 | 476.00 | 1,442.00 | 25.92 |
| 501-022-025-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-025-520 | 218.00 | 873.00 | 25.92 |
| 501-022-026-510 | 273.00 | 1,104.00 | 25.92 |
| 501-022-026-520 | 204.00 | 816.00 | 25.92 |
| 501-022-027-510 | 214.00 | 856.00 | 25.92 |
| 501-022-027-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-028-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-028-520 | 450.00 | 1,350.00 | 25.92 |
| 501-022-029-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-029-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-030-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-030-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-031-510 | 226.00 | 906.00 | 25.92 |
| 501-022-031-520 | 222.00 | 890.00 | 25.92 |
| 501-022-032-510 | 214.00 | 856.00 | 25.92 |
| 501-022-032-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-033-510 | 100.00 | 900.00 | 25.92 |
| 501-022-033-520 | 204.00 | 816.00 | 25.92 |
| 501-022-034-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-034-520 | 222.00 | 890.00 | 25.92 |
| 501-022-035-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-035-520 | 348.00 | 1,054.00 | 25.92 |
| 501-022-036-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-036-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-037-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-037-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-022-038-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-038-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-039-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-039-520 | 343.00 | 1,035.00 | 25.92 |
| 501-022-040-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-040-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-041-510 | 450.00 | 1,350.00 | 25.92 |
| 501-022-041-520 | 222.00 | 890.00 | 25.92 |
| 501-022-042-510 | 273.00 | 1,104.00 | 25.92 |
| 501-022-042-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-043-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-043-520 | 218.00 | 873.00 | 25.92 |
| 501-022-044-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-044-520 | 208.00 | 832.00 | 25.92 |
| 501-022-045-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-045-520 | 210.00 | 840.00 | 25.92 |
| 501-022-046-510 | 204.00 | 816.00 | 25.92 |
| 501-022-046-520 | 375.00 | 1,125.00 | 25.92 |
| 501-022-047-510 | 375.00 | 1,125.00 | 25.92 |
| 501-022-047-520 | 273.00 | 1,104.00 | 25.92 |
| 501-022-048-510 | 606.00 | 1,840.00 | 25.92 |
| 501-022-048-520 | 210.00 | 840.00 | 25.92 |
| 501-022-050-510 | 210.00 | 840.00 | 25.92 |
| 501-022-050-520 | 606.00 | 1,840.00 | 25.92 |
| 501-022-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-022-052-000 | 898.00 | 2,708.00 | 51.86 |
| 501-023-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-005-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-006-000 | 369.00 | 1,485.00 | 51.86 |
| 501-023-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-008-000 | 300.00 | 1,200.00 | 51.86 |
| 501-023-009-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-010-000 | 429.00 | 1,727.00 | 51.86 |
| 501-023-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-012-000 | 315.00 | 1,260.00 | 51.86 |
| 501-023-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-018-000 | 429.00 | 1,727.00 | 51.86 |
| 501-023-019-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-025-000 | 369.00 | 1,485.00 | 51.86 |
| 501-023-026-000 | 376.00 | 1,514.00 | 51.86 |
| 501-023-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-030-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-023-031-000 | 204.00 | 816.00 | 51.86 |
| 501-023-032-000 | 574.00 | 1,729.00 | 51.86 |
| 501-023-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-034-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-035-000 | 300.00 | 1,200.00 | 51.86 |
| 501-023-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-037-000 | 312.00 | 1,248.00 | 51.86 |
| 501-023-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-040-000 | 429.00 | 1,727.00 | 51.86 |
| 501-023-041-000 | 369.00 | 1,485.00 | 51.86 |
| 501-023-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-043-000 | 429.00 | 1,727.00 | 51.86 |
| 501-023-044-000 | 452.00 | 1,816.00 | 51.86 |
| 501-023-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-047-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-048-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-023-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-005-000 | 703.00 | 2,123.00 | 51.86 |
| 501-024-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-008-000 | 429.00 | 1,727.00 | 51.86 |
| 501-024-009-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-012-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-015-000 | 376.00 | 1,514.00 | 51.86 |
| 501-024-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-019-000 | 703.00 | 2,123.00 | 51.86 |
| 501-024-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-021-000 | 898.00 | 2,708.00 | 51.86 |
| 501-024-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-026-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-027-000 | 312.00 | 1,248.00 | 51.86 |
| 501-024-028-000 | 583.00 | 1,761.00 | 51.86 |
| 501-024-029-000 | 429.00 | 1,727.00 | 51.86 |
| 501-024-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-032-000 | 362.00 | 1,457.00 | 51.86 |
| 501-024-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-034-000 | 306.00 | 1,224.00 | 51.86 |
| 501-024-035-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-024-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-038-000 | 574.00 | 1,729.00 | 51.86 |
| 501-024-039-000 | 452.00 | 1,816.00 | 51.86 |
| 501-024-040-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-041-000 | 362.00 | 1,457.00 | 51.86 |
| 501-024-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-047-000 | 315.00 | 1,260.00 | 51.86 |
| 501-024-048-000 | 703.00 | 2,123.00 | 51.86 |
| 501-024-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-051-000 | 550.00 | 1,650.00 | 51.86 |
| 501-024-052-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-005-000 | 369.00 | 1,485.00 | 51.86 |
| 501-025-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-007-000 | 369.00 | 1,485.00 | 51.86 |
| 501-025-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-009-000 | 898.00 | 2,708.00 | 51.86 |
| 501-025-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-012-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-016-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-019-000 | 459.00 | 1,845.00 | 51.86 |
| 501-025-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-021-000 | 583.00 | 1,761.00 | 51.86 |
| 501-025-022-000 | 429.00 | 1,727.00 | 51.86 |
| 501-025-023-000 | 306.00 | 1,224.00 | 51.86 |
| 501-025-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-026-000 | 306.00 | 1,224.00 | 51.86 |
| 501-025-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-032-000 | 429.00 | 1,727.00 | 51.86 |
| 501-025-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-034-000 | 761.00 | 2,301.00 | 51.86 |
| 501-025-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-039-000 | 369.00 | 1,485.00 | 51.86 |
| 501-025-040-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-025-041-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-042-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-043-000 | 703.00 | 2,123.00 | 51.86 |
| 501-025-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-045-000 | 315.00 | 1,260.00 | 51.86 |
| 501-025-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-047-000 | 550.00 | 1,650.00 | 51.86 |
| 501-025-048-000 | 369.00 | 1,485.00 | 51.86 |
| 501-025-050-000 | 369.00 | 1,485.00 | 51.86 |
| 501-025-051-000 | 703.00 | 2,123.00 | 51.86 |
| 501-025-052-000 | 376.00 | 1,514.00 | 51.86 |
| 501-026-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-002-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-004-000 | 703.00 | 2,123.00 | 51.86 |
| 501-026-005-000 | 459.00 | 1,845.00 | 51.86 |
| 501-026-006-000 | 300.00 | 1,200.00 | 51.86 |
| 501-026-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-008-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-009-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-011-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-012-000 | 369.00 | 1,485.00 | 51.86 |
| 501-026-013-000 | 376.00 | 1,514.00 | 51.86 |
| 501-026-014-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-016-000 | 425.00 | 1,425.00 | 51.86 |
| 501-026-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-018-000 | 362.00 | 1,457.00 | 51.86 |
| 501-026-019-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-021-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-025-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-026-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-027-000 | 898.00 | 2,708.00 | 51.86 |
| 501-026-028-000 | 376.00 | 1,514.00 | 51.86 |
| 501-026-029-000 | 898.00 | 2,708.00 | 51.86 |
| 501-026-030-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-031-000 | 703.00 | 2,123.00 | 51.86 |
| 501-026-032-000 | 583.00 | 1,761.00 | 51.86 |
| 501-026-033-000 | 306.00 | 1,224.00 | 51.86 |
| 501-026-034-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-035-000 | 362.00 | 1,457.00 | 51.86 |
| 501-026-036-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-038-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-040-000 | 703.00 | 2,123.00 | 51.86 |
| 501-026-041-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-042-000 | 315.00 | 1,260.00 | 51.86 |
| 501-026-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-045-000 | 315.00 | 1,260.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-026-046-000 | 369.00 | 1,485.00 | 51.86 |
| 501-026-047-000 | 761.00 | 2,301.00 | 51.86 |
| 501-026-048-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-026-051-000 | 204.00 | 816.00 | 51.86 |
| 501-026-052-000 | 204.00 | 816.00 | 51.86 |
| 501-027-001-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-002-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-003-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-004-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-005-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-006-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-007-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-009-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-010-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-011-000 | 703.00 | 2,123.00 | 51.86 |
| 501-027-012-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-013-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-014-000 | 376.00 | 1,514.00 | 51.86 |
| 501-027-015-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-016-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-017-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-018-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-019-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-020-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-021-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-022-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-023-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-024-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-025-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-026-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-027-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-028-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-029-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-030-000 | 362.00 | 1,457.00 | 51.86 |
| 501-027-031-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-032-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-033-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-034-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-035-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-036-000 | 362.00 | 1,457.00 | 51.86 |
| 501-027-037-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-038-000 | 376.00 | 1,514.00 | 51.86 |
| 501-027-039-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-040-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-041-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-042-000 | 315.00 | 1,260.00 | 51.86 |
| 501-027-043-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-044-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-045-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-046-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-047-000 | 300.00 | 1,200.00 | 51.86 |
| 501-027-048-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-050-000 | 550.00 | 1,650.00 | 51.86 |
| 501-027-051-000 | 369.00 | 1,485.00 | 51.86 |
| 501-027-052-000 | 369.00 | 1,485.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 501-040-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-001-000 | 369.00 | 1,485.00 | 51.86 |
| 502-028-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-003-000 | 362.00 | 1,457.00 | 51.86 |
| 502-028-004-000 | 362.00 | 1,457.00 | 51.86 |
| 502-028-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-007-000 | 315.00 | 1,260.00 | 51.86 |
| 502-028-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-014-000 | 583.00 | 1,761.00 | 51.86 |
| 502-028-015-000 | 898.00 | 2,708.00 | 51.86 |
| 502-028-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-027-000 | 898.00 | 2,708.00 | 51.86 |
| 502-028-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-031-000 | 362.00 | 1,457.00 | 51.86 |
| 502-028-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-034-000 | 362.00 | 1,457.00 | 51.86 |
| 502-028-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-041-000 | 369.00 | 1,485.00 | 51.86 |
| 502-028-042-000 | 703.00 | 2,123.00 | 51.86 |
| 502-028-043-000 | 452.00 | 1,816.00 | 51.86 |
| 502-028-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-028-051-000 | 376.00 | 1,514.00 | 51.86 |
| 502-028-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-002-000 | 369.00 | 1,485.00 | 51.86 |
| 502-029-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-004-000 | 898.00 | 2,708.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-029-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-006-000 | 459.00 | 1,845.00 | 51.86 |
| 502-029-007-000 | 703.00 | 2,123.00 | 51.86 |
| 502-029-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-009-000 | 429.00 | 1,727.00 | 51.86 |
| 502-029-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-012-000 | 306.00 | 1,224.00 | 51.86 |
| 502-029-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-015-000 | 703.00 | 2,123.00 | 51.86 |
| 502-029-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-018-000 | 369.00 | 1,485.00 | 51.86 |
| 502-029-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-020-000 | 583.00 | 1,761.00 | 51.86 |
| 502-029-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-031-000 | 703.00 | 2,123.00 | 51.86 |
| 502-029-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-035-000 | 306.00 | 1,224.00 | 51.86 |
| 502-029-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-037-000 | 369.00 | 1,485.00 | 51.86 |
| 502-029-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-040-000 | 703.00 | 2,123.00 | 51.86 |
| 502-029-041-000 | 315.00 | 1,260.00 | 51.86 |
| 502-029-042-000 | 898.00 | 2,708.00 | 51.86 |
| 502-029-043-000 | 369.00 | 1,485.00 | 51.86 |
| 502-029-044-000 | 362.00 | 1,457.00 | 51.86 |
| 502-029-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-048-000 | 376.00 | 1,514.00 | 51.86 |
| 502-029-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-029-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-007-000 | 315.00 | 1,260.00 | 51.86 |
| 502-030-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-010-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-030-011-000 | 306.00 | 1,224.00 | 51.86 |
| 502-030-012-000 | 376.00 | 1,514.00 | 51.86 |
| 502-030-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-015-000 | 362.00 | 1,457.00 | 51.86 |
| 502-030-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-017-000 | 703.00 | 2,123.00 | 51.86 |
| 502-030-018-000 | 452.00 | 1,816.00 | 51.86 |
| 502-030-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-021-000 | 315.00 | 1,260.00 | 51.86 |
| 502-030-022-000 | 369.00 | 1,485.00 | 51.86 |
| 502-030-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-026-000 | 429.00 | 1,727.00 | 51.86 |
| 502-030-027-000 | 898.00 | 2,708.00 | 51.86 |
| 502-030-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-030-000 | 369.00 | 1,485.00 | 51.86 |
| 502-030-031-000 | 362.00 | 1,457.00 | 51.86 |
| 502-030-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-035-000 | 429.00 | 1,727.00 | 51.86 |
| 502-030-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-039-000 | 703.00 | 2,123.00 | 51.86 |
| 502-030-040-000 | 369.00 | 1,485.00 | 51.86 |
| 502-030-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-042-000 | 459.00 | 1,845.00 | 51.86 |
| 502-030-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-046-000 | 362.00 | 1,457.00 | 51.86 |
| 502-030-047-000 | 200.00 | 1,800.00 | 51.86 |
| 502-030-048-000 | 703.00 | 2,123.00 | 51.86 |
| 502-030-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-030-051-000 | 376.00 | 1,514.00 | 51.86 |
| 502-030-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-031-001-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-001-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-002-510 | 606.00 | 1,840.00 | 25.92 |
| 502-031-002-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-003-510 | 214.00 | 856.00 | 25.92 |
| 502-031-003-520 | 222.00 | 890.00 | 25.92 |
| 502-031-004-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-004-520 | 214.00 | 856.00 | 25.92 |
| 502-031-005-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-005-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-006-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-006-520 | 606.00 | 1,840.00 | 25.92 |
| 502-031-007-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-007-520 | 436.00 | 1,319.00 | 25.92 |
| 502-031-008-510 | 437.00 | 1,326.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-031-008-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-009-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-009-520 | 100.00 | 900.00 | 25.92 |
| 502-031-010-510 | 214.00 | 856.00 | 25.92 |
| 502-031-010-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-011-510 | 476.00 | 1,442.00 | 25.92 |
| 502-031-011-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-012-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-012-520 | 273.00 | 1,104.00 | 25.92 |
| 502-031-013-510 | 476.00 | 1,442.00 | 25.92 |
| 502-031-013-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-014-510 | 273.00 | 1,104.00 | 25.92 |
| 502-031-014-520 | 436.00 | 1,319.00 | 25.92 |
| 502-031-015-510 | 210.00 | 840.00 | 25.92 |
| 502-031-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-016-510 | 226.00 | 906.00 | 25.92 |
| 502-031-016-520 | 210.00 | 840.00 | 25.92 |
| 502-031-017-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-017-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-018-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-018-520 | 226.00 | 906.00 | 25.92 |
| 502-031-019-510 | 226.00 | 906.00 | 25.92 |
| 502-031-019-520 | 222.00 | 890.00 | 25.92 |
| 502-031-020-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-020-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-021-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-021-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-022-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-023-510 | 606.00 | 1,840.00 | 25.92 |
| 502-031-023-520 | 476.00 | 1,442.00 | 25.92 |
| 502-031-024-510 | 218.00 | 873.00 | 25.92 |
| 502-031-024-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-025-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-025-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-026-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-026-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-027-000 | 583.00 | 1,761.00 | 51.86 |
| 502-031-028-510 | 218.00 | 873.00 | 25.92 |
| 502-031-028-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-029-520 | 204.00 | 816.00 | 25.92 |
| 502-031-030-510 | 273.00 | 1,104.00 | 25.92 |
| 502-031-030-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-031-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-031-520 | 606.00 | 1,840.00 | 25.92 |
| 502-031-032-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-032-520 | 476.00 | 1,442.00 | 25.92 |
| 502-031-033-510 | 606.00 | 1,840.00 | 25.92 |
| 502-031-033-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-034-510 | 204.00 | 816.00 | 25.92 |
| 502-031-034-520 | 226.00 | 906.00 | 25.92 |
| 502-031-035-510 | 450.00 | 1,350.00 | 25.92 |
| 502-031-035-520 | 218.00 | 873.00 | 25.92 |
| 502-031-036-510 | 348.00 | 1,054.00 | 25.92 |
| 502-031-036-520 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-031-037-510 | 436.00 | 1,319.00 | 25.92 |
| 502-031-037-520 | 606.00 | 1,840.00 | 25.92 |
| 502-031-038-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-038-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-039-510 | 437.00 | 1,326.00 | 25.92 |
| 502-031-039-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-040-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-040-520 | 214.00 | 856.00 | 25.92 |
| 502-031-041-510 | 606.00 | 1,840.00 | 25.92 |
| 502-031-041-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-042-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-042-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-043-510 | 208.00 | 832.00 | 25.92 |
| 502-031-043-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-044-510 | 208.00 | 832.00 | 25.92 |
| 502-031-044-520 | 606.00 | 1,840.00 | 25.92 |
| 502-031-045-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-045-520 | 450.00 | 1,350.00 | 25.92 |
| 502-031-046-510 | 606.00 | 1,840.00 | 25.92 |
| 502-031-046-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-047-510 | 606.00 | 1,840.00 | 25.92 |
| 502-031-047-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-048-510 | 375.00 | 1,125.00 | 25.92 |
| 502-031-048-520 | 703.00 | 2,130.00 | 25.92 |
| 502-031-050-510 | 606.00 | 1,840.00 | 25.92 |
| 502-031-050-520 | 375.00 | 1,125.00 | 25.92 |
| 502-031-051-000 | 898.00 | 2,708.00 | 51.86 |
| 502-031-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-001-510 | 375.00 | 1,125.00 | 25.92 |
| 502-032-001-520 | 375.00 | 1,125.00 | 25.92 |
| 502-032-002-000 | 369.00 | 1,485.00 | 51.86 |
| 502-032-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-005-000 | 369.00 | 1,485.00 | 51.86 |
| 502-032-006-000 | 459.00 | 1,845.00 | 51.86 |
| 502-032-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-015-000 | 583.00 | 1,761.00 | 51.86 |
| 502-032-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-018-000 | 315.00 | 1,260.00 | 51.86 |
| 502-032-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-021-000 | 376.00 | 1,514.00 | 51.86 |
| 502-032-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-023-000 | 429.00 | 1,727.00 | 51.86 |
| 502-032-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-027-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-032-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-029-000 | 898.00 | 2,708.00 | 51.86 |
| 502-032-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-033-000 | 376.00 | 1,514.00 | 51.86 |
| 502-032-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-035-000 | 583.00 | 1,761.00 | 51.86 |
| 502-032-036-000 | 369.00 | 1,485.00 | 51.86 |
| 502-032-037-000 | 369.00 | 1,485.00 | 51.86 |
| 502-032-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-039-000 | 898.00 | 2,708.00 | 51.86 |
| 502-032-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-041-000 | 898.00 | 2,708.00 | 51.86 |
| 502-032-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-045-000 | 898.00 | 2,708.00 | 51.86 |
| 502-032-046-000 | 583.00 | 1,761.00 | 51.86 |
| 502-032-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-050-000 | 703.00 | 2,123.00 | 51.86 |
| 502-032-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-032-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-033-001-510 | 226.00 | 906.00 | 25.92 |
| 502-033-001-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-002-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-003-510 | 450.00 | 1,350.00 | 25.92 |
| 502-033-003-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-004-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-004-520 | 348.00 | 1,054.00 | 25.92 |
| 502-033-005-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-005-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-006-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-006-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-007-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-007-520 | 222.00 | 890.00 | 25.92 |
| 502-033-008-510 | 214.00 | 856.00 | 25.92 |
| 502-033-008-520 | 273.00 | 1,104.00 | 25.92 |
| 502-033-009-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-009-520 | 348.00 | 1,054.00 | 25.92 |
| 502-033-010-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-010-520 | 606.00 | 1,840.00 | 25.92 |
| 502-033-011-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-011-520 | 100.00 | 900.00 | 25.92 |
| 502-033-012-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-012-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-013-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-013-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-014-510 | 348.00 | 1,054.00 | 25.92 |
| 502-033-014-520 | 476.00 | 1,442.00 | 25.92 |
| 502-033-015-510 | 476.00 | 1,442.00 | 25.92 |
| 502-033-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-016-510 | 450.00 | 1,350.00 | 25.92 |
| 502-033-016-520 | 222.00 | 890.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-033-017-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-017-520 | 204.00 | 816.00 | 25.92 |
| 502-033-018-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-018-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-019-510 | 273.00 | 1,104.00 | 25.92 |
| 502-033-019-520 | 100.00 | 900.00 | 25.92 |
| 502-033-020-510 | 606.00 | 1,840.00 | 25.92 |
| 502-033-020-520 | 450.00 | 1,350.00 | 25.92 |
| 502-033-021-510 | 437.00 | 1,326.00 | 25.92 |
| 502-033-021-520 | 222.00 | 890.00 | 25.92 |
| 502-033-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-022-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-023-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-024-510 | 225.00 | 675.00 | 25.92 |
| 502-033-024-520 | 226.00 | 906.00 | 25.92 |
| 502-033-025-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-025-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-026-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-026-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-027-510 | 208.00 | 832.00 | 25.92 |
| 502-033-027-520 | 222.00 | 890.00 | 25.92 |
| 502-033-028-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-028-520 | 476.00 | 1,442.00 | 25.92 |
| 502-033-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-029-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-030-510 | 606.00 | 1,840.00 | 25.92 |
| 502-033-030-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-031-510 | 250.00 | 750.00 | 25.92 |
| 502-033-031-520 | 210.00 | 840.00 | 25.92 |
| 502-033-032-510 | 343.00 | 1,035.00 | 25.92 |
| 502-033-032-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-033-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-033-520 | 476.00 | 1,442.00 | 25.92 |
| 502-033-034-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-034-520 | 606.00 | 1,840.00 | 25.92 |
| 502-033-035-510 | 606.00 | 1,840.00 | 25.92 |
| 502-033-035-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-036-510 | 606.00 | 1,840.00 | 25.92 |
| 502-033-036-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-037-510 | 698.00 | 2,116.00 | 25.92 |
| 502-033-037-520 | 204.00 | 816.00 | 25.92 |
| 502-033-038-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-038-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-039-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-039-520 | 606.00 | 1,840.00 | 25.92 |
| 502-033-040-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-040-520 | 450.00 | 1,350.00 | 25.92 |
| 502-033-041-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-041-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-042-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-042-520 | 450.00 | 1,350.00 | 25.92 |
| 502-033-043-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-043-520 | 222.00 | 890.00 | 25.92 |
| 502-033-044-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-044-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-033-045-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-045-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-046-510 | 450.00 | 1,350.00 | 25.92 |
| 502-033-046-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-047-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-047-520 | 375.00 | 1,125.00 | 25.92 |
| 502-033-048-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-048-520 | 210.00 | 840.00 | 25.92 |
| 502-033-050-510 | 375.00 | 1,125.00 | 25.92 |
| 502-033-050-520 | 606.00 | 1,840.00 | 25.92 |
| 502-033-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-033-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-003-000 | 376.00 | 1,514.00 | 51.86 |
| 502-034-005-000 | 312.00 | 1,248.00 | 51.86 |
| 502-034-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-010-000 | 898.00 | 2,708.00 | 51.86 |
| 502-034-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-012-000 | 369.00 | 1,485.00 | 51.86 |
| 502-034-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-023-000 | 200.00 | 1,800.00 | 51.86 |
| 502-034-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-025-000 | 312.00 | 1,248.00 | 51.86 |
| 502-034-026-000 | 703.00 | 2,123.00 | 51.86 |
| 502-034-027-000 | 300.00 | 1,200.00 | 51.86 |
| 502-034-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-031-000 | 362.00 | 1,457.00 | 51.86 |
| 502-034-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-035-000 | 898.00 | 2,708.00 | 51.86 |
| 502-034-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-044-000 | 429.00 | 1,727.00 | 51.86 |
| 502-034-045-000 | 429.00 | 1,727.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-034-046-000 | 574.00 | 1,729.00 | 51.86 |
| 502-034-047-000 | 376.00 | 1,514.00 | 51.86 |
| 502-034-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-034-052-000 | 703.00 | 2,123.00 | 51.86 |
| 502-035-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-002-000 | 376.00 | 1,514.00 | 51.86 |
| 502-035-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-005-000 | 459.00 | 1,845.00 | 51.86 |
| 502-035-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-007-000 | 369.00 | 1,485.00 | 51.86 |
| 502-035-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-016-000 | 362.00 | 1,457.00 | 51.86 |
| 502-035-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-019-000 | 452.00 | 1,816.00 | 51.86 |
| 502-035-020-000 | 362.00 | 1,457.00 | 51.86 |
| 502-035-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-023-000 | 429.00 | 1,727.00 | 51.86 |
| 502-035-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-025-000 | 703.00 | 2,123.00 | 51.86 |
| 502-035-026-000 | 376.00 | 1,514.00 | 51.86 |
| 502-035-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-029-000 | 376.00 | 1,514.00 | 51.86 |
| 502-035-030-000 | 200.00 | 1,800.00 | 51.86 |
| 502-035-031-000 | 306.00 | 1,224.00 | 51.86 |
| 502-035-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-036-000 | 376.00 | 1,514.00 | 51.86 |
| 502-035-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-038-000 | 898.00 | 2,708.00 | 51.86 |
| 502-035-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-043-000 | 898.00 | 2,708.00 | 51.86 |
| 502-035-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-035-047-000 | 312.00 | 1,248.00 | 51.86 |
| 502-035-048-000 | 312.00 | 1,248.00 | 51.86 |
| 502-035-050-000 | 355.00 | 1,429.00 | 51.86 |
| 502-035-051-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-035-052-000 | 761.00 | 2,301.00 | 51.86 |
| 502-036-001-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-001-520 | 450.00 | 1,350.00 | 25.92 |
| 502-036-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-002-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-003-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-003-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-004-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-004-520 | 437.00 | 1,326.00 | 25.92 |
| 502-036-005-510 | 348.00 | 1,054.00 | 25.92 |
| 502-036-005-520 | 208.00 | 832.00 | 25.92 |
| 502-036-006-510 | 450.00 | 1,350.00 | 25.92 |
| 502-036-006-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-007-510 | 214.00 | 856.00 | 25.92 |
| 502-036-007-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-008-510 | 606.00 | 1,840.00 | 25.92 |
| 502-036-008-520 | 348.00 | 1,054.00 | 25.92 |
| 502-036-009-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-009-520 | 450.00 | 1,350.00 | 25.92 |
| 502-036-010-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-010-520 | 476.00 | 1,442.00 | 25.92 |
| 502-036-011-510 | 606.00 | 1,840.00 | 25.92 |
| 502-036-011-520 | 226.00 | 906.00 | 25.92 |
| 502-036-012-510 | 450.00 | 1,350.00 | 25.92 |
| 502-036-012-520 | 606.00 | 1,840.00 | 25.92 |
| 502-036-013-510 | 437.00 | 1,326.00 | 25.92 |
| 502-036-013-520 | 450.00 | 1,350.00 | 25.92 |
| 502-036-014-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-014-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-015-510 | 437.00 | 1,326.00 | 25.92 |
| 502-036-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-016-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-016-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-017-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-017-520 | 348.00 | 1,054.00 | 25.92 |
| 502-036-018-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-018-520 | 606.00 | 1,840.00 | 25.92 |
| 502-036-019-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-019-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-020-510 | 208.00 | 832.00 | 25.92 |
| 502-036-020-520 | 218.00 | 873.00 | 25.92 |
| 502-036-021-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-021-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-022-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-023-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-024-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-024-520 | 348.00 | 1,054.00 | 25.92 |
| 502-036-025-510 | 222.00 | 890.00 | 25.92 |
| 502-036-026-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-026-520 | 606.00 | 1,840.00 | 25.92 |
| 502-036-027-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-027-520 | 222.00 | 890.00 | 25.92 |
| 502-036-028-510 | 606.00 | 1,840.00 | 25.92 |
| 502-036-028-520 | 437.00 | 1,326.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-036-029-510 | 210.00 | 840.00 | 25.92 |
| 502-036-029-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-030-510 | 606.00 | 1,840.00 | 25.92 |
| 502-036-030-520 | 606.00 | 1,840.00 | 25.92 |
| 502-036-031-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-031-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-032-510 | 606.00 | 1,840.00 | 25.92 |
| 502-036-032-520 | 476.00 | 1,442.00 | 25.92 |
| 502-036-033-510 | 214.00 | 856.00 | 25.92 |
| 502-036-033-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-034-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-034-520 | 450.00 | 1,350.00 | 25.92 |
| 502-036-035-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-035-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-036-510 | 204.00 | 816.00 | 25.92 |
| 502-036-036-520 | 200.00 | 800.00 | 25.92 |
| 502-036-037-510 | 436.00 | 1,319.00 | 25.92 |
| 502-036-037-520 | 476.00 | 1,442.00 | 25.92 |
| 502-036-038-510 | 606.00 | 1,840.00 | 25.92 |
| 502-036-038-520 | 210.00 | 840.00 | 25.92 |
| 502-036-039-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-039-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-040-510 | 450.00 | 1,350.00 | 25.92 |
| 502-036-040-520 | 348.00 | 1,054.00 | 25.92 |
| 502-036-041-510 | 200.00 | 800.00 | 25.92 |
| 502-036-041-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-042-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-042-520 | 214.00 | 856.00 | 25.92 |
| 502-036-043-510 | 606.00 | 1,840.00 | 25.92 |
| 502-036-043-520 | 437.00 | 1,326.00 | 25.92 |
| 502-036-044-510 | 476.00 | 1,442.00 | 25.92 |
| 502-036-044-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-045-510 | 204.00 | 816.00 | 25.92 |
| 502-036-045-520 | 226.00 | 906.00 | 25.92 |
| 502-036-046-510 | 348.00 | 1,054.00 | 25.92 |
| 502-036-046-520 | 375.00 | 1,125.00 | 25.92 |
| 502-036-047-510 | 375.00 | 1,125.00 | 25.92 |
| 502-036-047-520 | 214.00 | 856.00 | 25.92 |
| 502-036-048-510 | 218.00 | 873.00 | 25.92 |
| 502-036-048-520 | 273.00 | 1,104.00 | 25.92 |
| 502-036-050-510 | 450.00 | 1,350.00 | 25.92 |
| 502-036-050-520 | 348.00 | 1,054.00 | 25.92 |
| 502-036-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-036-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-002-000 | 376.00 | 1,514.00 | 51.86 |
| 502-037-003-000 | 315.00 | 1,260.00 | 51.86 |
| 502-037-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-005-000 | 459.00 | 1,845.00 | 51.86 |
| 502-037-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-007-000 | 452.00 | 1,816.00 | 51.86 |
| 502-037-008-000 | 369.00 | 1,485.00 | 51.86 |
| 502-037-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-011-000 | 300.00 | 1,200.00 | 51.86 |
| 502-037-012-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-037-013-000 | 583.00 | 1,761.00 | 51.86 |
| 502-037-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-015-000 | 362.00 | 1,457.00 | 51.86 |
| 502-037-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-020-000 | 898.00 | 2,708.00 | 51.86 |
| 502-037-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-025-000 | 703.00 | 2,123.00 | 51.86 |
| 502-037-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-029-000 | 376.00 | 1,514.00 | 51.86 |
| 502-037-030-000 | 376.00 | 1,514.00 | 51.86 |
| 502-037-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-032-000 | 703.00 | 2,123.00 | 51.86 |
| 502-037-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-037-000 | 315.00 | 1,260.00 | 51.86 |
| 502-037-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-039-000 | 898.00 | 2,708.00 | 51.86 |
| 502-037-040-000 | 429.00 | 1,727.00 | 51.86 |
| 502-037-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-042-000 | 583.00 | 1,761.00 | 51.86 |
| 502-037-043-000 | 703.00 | 2,123.00 | 51.86 |
| 502-037-044-000 | 703.00 | 2,123.00 | 51.86 |
| 502-037-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-046-000 | 376.00 | 1,514.00 | 51.86 |
| 502-037-047-000 | 703.00 | 2,123.00 | 51.86 |
| 502-037-048-000 | 572.00 | 1,716.00 | 51.86 |
| 502-037-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-037-051-000 | 583.00 | 1,761.00 | 51.86 |
| 502-037-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-002-000 | 369.00 | 1,485.00 | 51.86 |
| 502-038-003-000 | 369.00 | 1,485.00 | 51.86 |
| 502-038-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-017-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-038-018-000 | 703.00 | 2,123.00 | 51.86 |
| 502-038-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-022-000 | 761.00 | 2,301.00 | 51.86 |
| 502-038-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-024-000 | 898.00 | 2,708.00 | 51.86 |
| 502-038-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-027-000 | 376.00 | 1,514.00 | 51.86 |
| 502-038-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-029-000 | 369.00 | 1,485.00 | 51.86 |
| 502-038-030-000 | 306.00 | 1,224.00 | 51.86 |
| 502-038-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-032-000 | 452.00 | 1,816.00 | 51.86 |
| 502-038-033-000 | 452.00 | 1,816.00 | 51.86 |
| 502-038-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-035-000 | 703.00 | 2,123.00 | 51.86 |
| 502-038-036-000 | 583.00 | 1,761.00 | 51.86 |
| 502-038-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-040-000 | 369.00 | 1,485.00 | 51.86 |
| 502-038-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-047-000 | 703.00 | 2,123.00 | 51.86 |
| 502-038-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-038-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-003-000 | 312.00 | 1,248.00 | 51.86 |
| 502-039-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-010-000 | 703.00 | 2,123.00 | 51.86 |
| 502-039-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-012-000 | 898.00 | 2,708.00 | 51.86 |
| 502-039-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-016-000 | 369.00 | 1,485.00 | 51.86 |
| 502-039-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-020-000 | 703.00 | 2,123.00 | 51.86 |
| 502-039-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-022-000 | 315.00 | 1,260.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-039-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-024-000 | 369.00 | 1,485.00 | 51.86 |
| 502-039-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-026-000 | 362.00 | 1,457.00 | 51.86 |
| 502-039-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-028-000 | 376.00 | 1,514.00 | 51.86 |
| 502-039-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-034-000 | 898.00 | 2,708.00 | 51.86 |
| 502-039-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-038-000 | 898.00 | 2,708.00 | 51.86 |
| 502-039-039-000 | 583.00 | 1,761.00 | 51.86 |
| 502-039-040-000 | 898.00 | 2,708.00 | 51.86 |
| 502-039-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-042-000 | 376.00 | 1,514.00 | 51.86 |
| 502-039-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-046-000 | 703.00 | 2,123.00 | 51.86 |
| 502-039-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-048-000 | 898.00 | 2,708.00 | 51.86 |
| 502-039-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-039-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-007-000 | 703.00 | 2,123.00 | 51.86 |
| 502-040-008-000 | 355.00 | 1,429.00 | 51.86 |
| 502-040-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-010-000 | 312.00 | 1,248.00 | 51.86 |
| 502-040-011-000 | 376.00 | 1,514.00 | 51.86 |
| 502-040-012-000 | 898.00 | 2,708.00 | 51.86 |
| 502-040-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-014-000 | 459.00 | 1,845.00 | 51.86 |
| 502-040-015-000 | 200.00 | 1,800.00 | 51.86 |
| 502-040-016-000 | 459.00 | 1,845.00 | 51.86 |
| 502-040-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-019-000 | 429.00 | 1,727.00 | 51.86 |
| 502-040-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-028-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-040-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-031-000 | 315.00 | 1,260.00 | 51.86 |
| 502-040-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-035-000 | 306.00 | 1,224.00 | 51.86 |
| 502-040-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-037-000 | 703.00 | 2,123.00 | 51.86 |
| 502-040-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-040-000 | 315.00 | 1,260.00 | 51.86 |
| 502-040-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-040-050-000 | 429.00 | 1,727.00 | 51.86 |
| 502-040-051-000 | 376.00 | 1,514.00 | 51.86 |
| 502-040-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-002-000 | 369.00 | 1,485.00 | 51.86 |
| 502-041-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-004-000 | 376.00 | 1,514.00 | 51.86 |
| 502-041-005-000 | 369.00 | 1,485.00 | 51.86 |
| 502-041-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-012-000 | 898.00 | 2,708.00 | 51.86 |
| 502-041-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-017-000 | 315.00 | 1,260.00 | 51.86 |
| 502-041-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-025-000 | 312.00 | 1,248.00 | 51.86 |
| 502-041-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-032-000 | 703.00 | 2,123.00 | 51.86 |
| 502-041-033-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-041-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-035-000 | 429.00 | 1,727.00 | 51.86 |
| 502-041-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-037-000 | 898.00 | 2,708.00 | 51.86 |
| 502-041-038-000 | 376.00 | 1,514.00 | 51.86 |
| 502-041-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-044-000 | 369.00 | 1,485.00 | 51.86 |
| 502-041-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-047-000 | 703.00 | 2,123.00 | 51.86 |
| 502-041-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-041-050-000 | 376.00 | 1,514.00 | 51.86 |
| 502-041-051-000 | 583.00 | 1,761.00 | 51.86 |
| 502-041-052-000 | 376.00 | 1,514.00 | 51.86 |
| 502-042-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-002-000 | 315.00 | 1,260.00 | 51.86 |
| 502-042-003-000 | 703.00 | 2,123.00 | 51.86 |
| 502-042-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-005-510 | 437.00 | 1,326.00 | 25.92 |
| 502-042-005-520 | 375.00 | 1,125.00 | 25.92 |
| 502-042-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-007-000 | 583.00 | 1,761.00 | 51.86 |
| 502-042-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-013-000 | 429.00 | 1,727.00 | 51.86 |
| 502-042-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-015-000 | 376.00 | 1,514.00 | 51.86 |
| 502-042-016-000 | 315.00 | 1,260.00 | 51.86 |
| 502-042-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-018-000 | 204.00 | 816.00 | 51.86 |
| 502-042-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-020-000 | 376.00 | 1,514.00 | 51.86 |
| 502-042-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-023-000 | 898.00 | 2,708.00 | 51.86 |
| 502-042-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-027-000 | 643.00 | 1,940.00 | 51.86 |
| 502-042-028-000 | 898.00 | 2,708.00 | 51.86 |
| 502-042-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-031-000 | 898.00 | 2,708.00 | 51.86 |
| 502-042-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-037-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-042-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-044-000 | 362.00 | 1,457.00 | 51.86 |
| 502-042-045-000 | 376.00 | 1,514.00 | 51.86 |
| 502-042-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-048-000 | 369.00 | 1,485.00 | 51.86 |
| 502-042-050-000 | 306.00 | 1,224.00 | 51.86 |
| 502-042-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-042-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-043-001-510 | 476.00 | 1,442.00 | 25.92 |
| 502-043-001-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-002-520 | 450.00 | 1,350.00 | 25.92 |
| 502-043-003-510 | 226.00 | 906.00 | 25.92 |
| 502-043-003-520 | 606.00 | 1,840.00 | 25.92 |
| 502-043-004-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-004-520 | 606.00 | 1,840.00 | 25.92 |
| 502-043-005-510 | 222.00 | 890.00 | 25.92 |
| 502-043-005-520 | 226.00 | 906.00 | 25.92 |
| 502-043-006-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-006-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-007-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-007-520 | 218.00 | 873.00 | 25.92 |
| 502-043-008-510 | 437.00 | 1,326.00 | 25.92 |
| 502-043-008-520 | 606.00 | 1,840.00 | 25.92 |
| 502-043-009-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-009-520 | 476.00 | 1,442.00 | 25.92 |
| 502-043-010-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-010-520 | 476.00 | 1,442.00 | 25.92 |
| 502-043-011-510 | 222.00 | 890.00 | 25.92 |
| 502-043-011-520 | 606.00 | 1,840.00 | 25.92 |
| 502-043-012-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-012-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-013-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-013-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-014-510 | 476.00 | 1,442.00 | 25.92 |
| 502-043-014-520 | 450.00 | 1,350.00 | 25.92 |
| 502-043-015-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-015-520 | 348.00 | 1,054.00 | 25.92 |
| 502-043-016-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-016-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-017-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-017-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-018-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-018-520 | 476.00 | 1,442.00 | 25.92 |
| 502-043-019-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-019-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-020-510 | 273.00 | 1,104.00 | 25.92 |
| 502-043-020-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-021-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-022-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-043-022-520 | 210.00 | 840.00 | 25.92 |
| 502-043-023-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-023-520 | 222.00 | 890.00 | 25.92 |
| 502-043-024-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-024-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-025-510 | 437.00 | 1,326.00 | 25.92 |
| 502-043-025-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-026-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-026-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-027-510 | 348.00 | 1,054.00 | 25.92 |
| 502-043-027-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-028-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-028-520 | 606.00 | 1,840.00 | 25.92 |
| 502-043-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-029-520 | 226.00 | 906.00 | 25.92 |
| 502-043-030-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-030-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-031-510 | 208.00 | 832.00 | 25.92 |
| 502-043-031-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-032-510 | 210.00 | 840.00 | 25.92 |
| 502-043-032-520 | 210.00 | 840.00 | 25.92 |
| 502-043-033-510 | 222.00 | 890.00 | 25.92 |
| 502-043-033-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-034-510 | 218.00 | 873.00 | 25.92 |
| 502-043-034-520 | 450.00 | 1,350.00 | 25.92 |
| 502-043-035-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-035-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-036-510 | 273.00 | 1,104.00 | 25.92 |
| 502-043-036-520 | 606.00 | 1,840.00 | 25.92 |
| 502-043-037-510 | 210.00 | 840.00 | 25.92 |
| 502-043-037-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-038-510 | 437.00 | 1,326.00 | 25.92 |
| 502-043-038-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-039-510 | 204.00 | 816.00 | 25.92 |
| 502-043-039-520 | 476.00 | 1,442.00 | 25.92 |
| 502-043-040-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-040-520 | 204.00 | 816.00 | 25.92 |
| 502-043-041-510 | 476.00 | 1,442.00 | 25.92 |
| 502-043-041-520 | 218.00 | 873.00 | 25.92 |
| 502-043-042-510 | 476.00 | 1,442.00 | 25.92 |
| 502-043-042-520 | 437.00 | 1,326.00 | 25.92 |
| 502-043-043-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-043-520 | 222.00 | 890.00 | 25.92 |
| 502-043-044-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-044-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-045-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-045-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-046-510 | 606.00 | 1,840.00 | 25.92 |
| 502-043-046-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-047-510 | 437.00 | 1,326.00 | 25.92 |
| 502-043-047-520 | 606.00 | 1,840.00 | 25.92 |
| 502-043-048-510 | 375.00 | 1,125.00 | 25.92 |
| 502-043-048-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-050-510 | 450.00 | 1,350.00 | 25.92 |
| 502-043-050-520 | 375.00 | 1,125.00 | 25.92 |
| 502-043-051-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-043-052-000 | 369.00 | 1,485.00 | 51.86 |
| 502-044-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-002-000 | 898.00 | 2,708.00 | 51.86 |
| 502-044-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-004-000 | 376.00 | 1,514.00 | 51.86 |
| 502-044-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-008-000 | 429.00 | 1,727.00 | 51.86 |
| 502-044-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-012-000 | 369.00 | 1,485.00 | 51.86 |
| 502-044-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-014-000 | 459.00 | 1,845.00 | 51.86 |
| 502-044-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-018-000 | 429.00 | 1,727.00 | 51.86 |
| 502-044-019-000 | 583.00 | 1,761.00 | 51.86 |
| 502-044-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-021-000 | 315.00 | 1,260.00 | 51.86 |
| 502-044-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-024-000 | 315.00 | 1,260.00 | 51.86 |
| 502-044-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-026-000 | 898.00 | 2,708.00 | 51.86 |
| 502-044-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-030-000 | 459.00 | 1,845.00 | 51.86 |
| 502-044-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-032-000 | 703.00 | 2,123.00 | 51.86 |
| 502-044-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-038-000 | 761.00 | 2,301.00 | 51.86 |
| 502-044-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-040-000 | 306.00 | 1,224.00 | 51.86 |
| 502-044-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-043-000 | 362.00 | 1,457.00 | 51.86 |
| 502-044-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-045-000 | 429.00 | 1,727.00 | 51.86 |
| 502-044-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-050-000 | 315.00 | 1,260.00 | 51.86 |
| 502-044-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-044-052-000 | 376.00 | 1,514.00 | 51.86 |
| 502-045-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-002-000 | 362.00 | 1,457.00 | 51.86 |
| 502-045-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-004-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-045-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-007-000 | 376.00 | 1,514.00 | 51.86 |
| 502-045-008-000 | 312.00 | 1,248.00 | 51.86 |
| 502-045-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-010-000 | 583.00 | 1,761.00 | 51.86 |
| 502-045-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-014-000 | 315.00 | 1,260.00 | 51.86 |
| 502-045-015-000 | 898.00 | 2,708.00 | 51.86 |
| 502-045-016-000 | 703.00 | 2,123.00 | 51.86 |
| 502-045-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-018-000 | 376.00 | 1,514.00 | 51.86 |
| 502-045-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-021-000 | 369.00 | 1,485.00 | 51.86 |
| 502-045-022-000 | 429.00 | 1,727.00 | 51.86 |
| 502-045-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-027-000 | 761.00 | 2,300.00 | 51.86 |
| 502-045-028-000 | 200.00 | 1,800.00 | 51.86 |
| 502-045-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-030-000 | 376.00 | 1,514.00 | 51.86 |
| 502-045-031-000 | 703.00 | 2,123.00 | 51.86 |
| 502-045-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-035-000 | 583.00 | 1,761.00 | 51.86 |
| 502-045-036-000 | 369.00 | 1,485.00 | 51.86 |
| 502-045-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-039-000 | 306.00 | 1,224.00 | 51.86 |
| 502-045-040-000 | 459.00 | 1,845.00 | 51.86 |
| 502-045-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-042-000 | 376.00 | 1,514.00 | 51.86 |
| 502-045-043-000 | 362.00 | 1,457.00 | 51.86 |
| 502-045-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-047-000 | 459.00 | 1,845.00 | 51.86 |
| 502-045-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-045-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-046-001-510 | 536.00 | 1,623.00 | 25.92 |
| 502-046-001-520 | 450.00 | 1,350.00 | 25.92 |
| 502-046-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-002-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-003-510 | 208.00 | 832.00 | 25.92 |
| 502-046-003-520 | 606.00 | 1,840.00 | 25.92 |
| 502-046-004-510 | 348.00 | 1,054.00 | 25.92 |
| 502-046-004-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-005-510 | 348.00 | 1,054.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-046-005-520 | 348.00 | 1,054.00 | 25.92 |
| 502-046-006-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-006-520 | 606.00 | 1,840.00 | 25.92 |
| 502-046-007-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-007-520 | 222.00 | 890.00 | 25.92 |
| 502-046-008-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-008-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-009-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-009-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-010-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-010-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-011-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-011-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-012-510 | 437.00 | 1,326.00 | 25.92 |
| 502-046-012-520 | 606.00 | 1,840.00 | 25.92 |
| 502-046-013-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-013-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-014-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-014-520 | 214.00 | 856.00 | 25.92 |
| 502-046-015-510 | 210.00 | 840.00 | 25.92 |
| 502-046-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-016-520 | 222.00 | 890.00 | 25.92 |
| 502-046-017-510 | 218.00 | 873.00 | 25.92 |
| 502-046-017-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-018-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-018-520 | 450.00 | 1,350.00 | 25.92 |
| 502-046-019-510 | 222.00 | 890.00 | 25.92 |
| 502-046-019-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-020-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-020-520 | 450.00 | 1,350.00 | 25.92 |
| 502-046-021-510 | 226.00 | 906.00 | 25.92 |
| 502-046-021-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-022-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-023-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-024-510 | 437.00 | 1,326.00 | 25.92 |
| 502-046-024-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-025-510 | 536.00 | 1,623.00 | 25.92 |
| 502-046-025-520 | 476.00 | 1,442.00 | 25.92 |
| 502-046-026-510 | 218.00 | 873.00 | 25.92 |
| 502-046-026-520 | 606.00 | 1,840.00 | 25.92 |
| 502-046-027-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-027-520 | 450.00 | 1,350.00 | 25.92 |
| 502-046-028-510 | 226.00 | 906.00 | 25.92 |
| 502-046-028-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-029-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-030-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-030-520 | 343.00 | 1,035.00 | 25.92 |
| 502-046-031-510 | 218.00 | 873.00 | 25.92 |
| 502-046-031-520 | 476.00 | 1,442.00 | 25.92 |
| 502-046-032-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-032-520 | 606.00 | 1,840.00 | 25.92 |
| 502-046-033-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-033-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-046-034-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-034-520 | 226.00 | 906.00 | 25.92 |
| 502-046-035-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-035-520 | 450.00 | 1,350.00 | 25.92 |
| 502-046-036-000 | 703.00 | 2,123.00 | 51.86 |
| 502-046-037-510 | 348.00 | 1,054.00 | 25.92 |
| 502-046-037-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-038-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-038-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-039-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-039-520 | 606.00 | 1,840.00 | 25.92 |
| 502-046-040-510 | 437.00 | 1,326.00 | 25.92 |
| 502-046-040-520 | 222.00 | 890.00 | 25.92 |
| 502-046-041-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-041-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-042-510 | 222.00 | 890.00 | 25.92 |
| 502-046-042-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-043-510 | 210.00 | 840.00 | 25.92 |
| 502-046-043-520 | 698.00 | 2,116.00 | 25.92 |
| 502-046-044-510 | 450.00 | 1,350.00 | 25.92 |
| 502-046-044-520 | 222.00 | 890.00 | 25.92 |
| 502-046-045-510 | 606.00 | 1,840.00 | 25.92 |
| 502-046-045-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-046-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-046-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-047-510 | 214.00 | 856.00 | 25.92 |
| 502-046-047-520 | 606.00 | 1,840.00 | 25.92 |
| 502-046-048-000 | 429.00 | 1,727.00 | 51.86 |
| 502-046-050-510 | 375.00 | 1,125.00 | 25.92 |
| 502-046-050-520 | 375.00 | 1,125.00 | 25.92 |
| 502-046-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-046-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-047-001-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-001-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-002-510 | 606.00 | 1,840.00 | 25.92 |
| 502-047-002-520 | 476.00 | 1,442.00 | 25.92 |
| 502-047-003-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-003-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-004-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-004-520 | 437.00 | 1,326.00 | 25.92 |
| 502-047-005-510 | 450.00 | 1,350.00 | 25.92 |
| 502-047-005-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-006-510 | 100.00 | 900.00 | 25.92 |
| 502-047-006-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-007-510 | 606.00 | 1,840.00 | 25.92 |
| 502-047-007-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-008-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-008-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-009-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-009-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-010-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-010-520 | 348.00 | 1,054.00 | 25.92 |
| 502-047-011-510 | 222.00 | 890.00 | 25.92 |
| 502-047-011-520 | 214.00 | 856.00 | 25.92 |
| 502-047-012-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-012-520 | 348.00 | 1,054.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-047-013-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-013-520 | 222.00 | 890.00 | 25.92 |
| 502-047-014-510 | 226.00 | 906.00 | 25.92 |
| 502-047-014-520 | 210.00 | 840.00 | 25.92 |
| 502-047-015-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-016-510 | 222.00 | 890.00 | 25.92 |
| 502-047-016-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-047-018-000 | 703.00 | 2,123.00 | 51.86 |
| 502-047-019-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-019-520 | 476.00 | 1,442.00 | 25.92 |
| 502-047-020-510 | 348.00 | 1,054.00 | 25.92 |
| 502-047-020-520 | 226.00 | 906.00 | 25.92 |
| 502-047-021-510 | 222.00 | 890.00 | 25.92 |
| 502-047-021-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-022-520 | 450.00 | 1,350.00 | 25.92 |
| 502-047-023-510 | 218.00 | 873.00 | 25.92 |
| 502-047-023-520 | 476.00 | 1,442.00 | 25.92 |
| 502-047-024-000 | 583.00 | 1,761.00 | 51.86 |
| 502-047-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-047-026-510 | 606.00 | 1,840.00 | 25.92 |
| 502-047-026-520 | 468.00 | 1,413.00 | 25.92 |
| 502-047-027-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-027-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-028-510 | 214.00 | 856.00 | 25.92 |
| 502-047-028-520 | 450.00 | 1,350.00 | 25.92 |
| 502-047-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-029-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-030-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-030-520 | 100.00 | 900.00 | 25.92 |
| 502-047-031-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-031-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-032-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-032-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-033-510 | 348.00 | 1,054.00 | 25.92 |
| 502-047-033-520 | 226.00 | 906.00 | 25.92 |
| 502-047-034-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-034-520 | 222.00 | 890.00 | 25.92 |
| 502-047-035-510 | 204.00 | 816.00 | 25.92 |
| 502-047-035-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-036-510 | 218.00 | 873.00 | 25.92 |
| 502-047-036-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-037-510 | 218.00 | 873.00 | 25.92 |
| 502-047-037-520 | 450.00 | 1,350.00 | 25.92 |
| 502-047-038-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-038-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-039-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-039-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-040-510 | 450.00 | 1,350.00 | 25.92 |
| 502-047-040-520 | 476.00 | 1,442.00 | 25.92 |
| 502-047-041-510 | 222.00 | 890.00 | 25.92 |
| 502-047-041-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-042-510 | 606.00 | 1,840.00 | 25.92 |
| 502-047-042-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-047-043-510 | 226.00 | 906.00 | 25.92 |
| 502-047-043-520 | 476.00 | 1,442.00 | 25.92 |
| 502-047-044-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-044-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-045-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-045-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-046-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-046-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-047-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-047-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-048-510 | 606.00 | 1,840.00 | 25.92 |
| 502-047-048-520 | 606.00 | 1,840.00 | 25.92 |
| 502-047-050-510 | 375.00 | 1,125.00 | 25.92 |
| 502-047-050-520 | 375.00 | 1,125.00 | 25.92 |
| 502-047-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-047-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-003-000 | 315.00 | 1,260.00 | 51.86 |
| 502-048-004-000 | 306.00 | 1,224.00 | 51.86 |
| 502-048-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-008-000 | 362.00 | 1,457.00 | 51.86 |
| 502-048-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-011-000 | 459.00 | 1,845.00 | 51.86 |
| 502-048-012-000 | 369.00 | 1,485.00 | 51.86 |
| 502-048-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-019-000 | 362.00 | 1,457.00 | 51.86 |
| 502-048-020-000 | 354.00 | 1,428.00 | 51.86 |
| 502-048-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-022-000 | 429.00 | 1,727.00 | 51.86 |
| 502-048-023-000 | 369.00 | 1,485.00 | 51.86 |
| 502-048-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-031-000 | 898.00 | 2,708.00 | 51.86 |
| 502-048-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-035-000 | 306.00 | 1,224.00 | 51.86 |
| 502-048-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-037-000 | 898.00 | 2,708.00 | 51.86 |
| 502-048-038-000 | 369.00 | 1,485.00 | 51.86 |
| 502-048-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-040-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-048-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-048-000 | 761.00 | 2,301.00 | 51.86 |
| 502-048-050-000 | 703.00 | 2,123.00 | 51.86 |
| 502-048-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-048-052-000 | 898.00 | 2,708.00 | 51.86 |
| 502-049-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-003-000 | 583.00 | 1,761.00 | 51.86 |
| 502-049-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-005-000 | 452.00 | 1,816.00 | 51.86 |
| 502-049-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-010-000 | 362.00 | 1,457.00 | 51.86 |
| 502-049-011-000 | 315.00 | 1,260.00 | 51.86 |
| 502-049-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-016-000 | 459.00 | 1,845.00 | 51.86 |
| 502-049-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-018-000 | 703.00 | 2,123.00 | 51.86 |
| 502-049-019-000 | 369.00 | 1,485.00 | 51.86 |
| 502-049-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-021-000 | 703.00 | 2,123.00 | 51.86 |
| 502-049-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-024-000 | 376.00 | 1,514.00 | 51.86 |
| 502-049-025-000 | 703.00 | 2,123.00 | 51.86 |
| 502-049-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-028-000 | 315.00 | 1,260.00 | 51.86 |
| 502-049-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-034-000 | 583.00 | 1,761.00 | 51.86 |
| 502-049-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-039-000 | 369.00 | 1,485.00 | 51.86 |
| 502-049-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-042-000 | 315.00 | 1,260.00 | 51.86 |
| 502-049-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-045-000 | 703.00 | 2,123.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-049-046-000 | 583.00 | 1,761.00 | 51.86 |
| 502-049-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-050-000 | 574.00 | 1,729.00 | 51.86 |
| 502-049-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-049-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-050-001-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-001-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-002-520 | 450.00 | 1,350.00 | 25.92 |
| 502-050-003-510 | 476.00 | 1,442.00 | 25.92 |
| 502-050-003-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-004-510 | 210.00 | 840.00 | 25.92 |
| 502-050-004-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-005-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-005-520 | 218.00 | 873.00 | 25.92 |
| 502-050-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-050-007-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-007-520 | 606.00 | 1,840.00 | 25.92 |
| 502-050-008-510 | 606.00 | 1,840.00 | 25.92 |
| 502-050-008-520 | 214.00 | 856.00 | 25.92 |
| 502-050-009-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-009-520 | 348.00 | 1,054.00 | 25.92 |
| 502-050-010-510 | 222.00 | 890.00 | 25.92 |
| 502-050-010-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-011-510 | 606.00 | 1,840.00 | 25.92 |
| 502-050-011-520 | 606.00 | 1,840.00 | 25.92 |
| 502-050-012-510 | 606.00 | 1,840.00 | 25.92 |
| 502-050-012-520 | 312.00 | 1,248.00 | 25.92 |
| 502-050-013-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-013-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-014-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-014-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-015-510 | 348.00 | 1,054.00 | 25.92 |
| 502-050-015-520 | 218.00 | 873.00 | 25.92 |
| 502-050-016-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-016-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-017-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-017-520 | 476.00 | 1,442.00 | 25.92 |
| 502-050-018-510 | 210.00 | 840.00 | 25.92 |
| 502-050-018-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-019-510 | 273.00 | 1,104.00 | 25.92 |
| 502-050-019-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-020-510 | 210.00 | 840.00 | 25.92 |
| 502-050-020-520 | 606.00 | 1,840.00 | 25.92 |
| 502-050-021-510 | 476.00 | 1,442.00 | 25.92 |
| 502-050-021-520 | 222.00 | 890.00 | 25.92 |
| 502-050-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-022-520 | 348.00 | 1,054.00 | 25.92 |
| 502-050-023-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-024-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-024-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-050-026-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-026-520 | 450.00 | 1,350.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-050-027-510 | 218.00 | 873.00 | 25.92 |
| 502-050-027-520 | 476.00 | 1,442.00 | 25.92 |
| 502-050-028-510 | 606.00 | 1,840.00 | 25.92 |
| 502-050-028-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-029-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-030-510 | 348.00 | 1,054.00 | 25.92 |
| 502-050-030-520 | 476.00 | 1,442.00 | 25.92 |
| 502-050-031-510 | 214.00 | 856.00 | 25.92 |
| 502-050-031-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-032-510 | 226.00 | 906.00 | 25.92 |
| 502-050-032-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-033-510 | 214.00 | 856.00 | 25.92 |
| 502-050-033-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-034-510 | 214.00 | 856.00 | 25.92 |
| 502-050-034-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-035-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-035-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-036-510 | 348.00 | 1,054.00 | 25.92 |
| 502-050-036-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-037-510 | 450.00 | 1,350.00 | 25.92 |
| 502-050-037-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-050-039-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-039-520 | 476.00 | 1,442.00 | 25.92 |
| 502-050-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-050-041-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-041-520 | 606.00 | 1,840.00 | 25.92 |
| 502-050-042-000 | 204.00 | 816.00 | 51.86 |
| 502-050-043-510 | 214.00 | 856.00 | 25.92 |
| 502-050-043-520 | 100.00 | 900.00 | 25.92 |
| 502-050-044-510 | 375.00 | 1,125.00 | 25.92 |
| 502-050-044-520 | 606.00 | 1,840.00 | 25.92 |
| 502-050-045-000 | 306.00 | 1,224.00 | 51.86 |
| 502-050-046-510 | 210.00 | 840.00 | 25.92 |
| 502-050-046-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-050-048-000 | 376.00 | 1,514.00 | 51.86 |
| 502-050-050-510 | 606.00 | 1,840.00 | 25.92 |
| 502-050-050-520 | 375.00 | 1,125.00 | 25.92 |
| 502-050-051-000 | 429.00 | 1,727.00 | 51.86 |
| 502-050-052-000 | 369.00 | 1,485.00 | 51.86 |
| 502-051-001-000 | 300.00 | 1,200.00 | 51.86 |
| 502-051-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-003-000 | 362.00 | 1,457.00 | 51.86 |
| 502-051-004-000 | 761.00 | 2,301.00 | 51.86 |
| 502-051-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-006-000 | 369.00 | 1,485.00 | 51.86 |
| 502-051-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-008-000 | 362.00 | 1,457.00 | 51.86 |
| 502-051-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-012-000 | 362.00 | 1,457.00 | 51.86 |
| 502-051-013-000 | 369.00 | 1,485.00 | 51.86 |
| 502-051-014-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-051-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-019-000 | 369.00 | 1,485.00 | 51.86 |
| 502-051-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-023-000 | 315.00 | 1,260.00 | 51.86 |
| 502-051-024-000 | 369.00 | 1,485.00 | 51.86 |
| 502-051-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-026-000 | 643.00 | 1,940.00 | 51.86 |
| 502-051-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-028-000 | 703.00 | 2,123.00 | 51.86 |
| 502-051-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-030-000 | 355.00 | 1,429.00 | 51.86 |
| 502-051-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-032-000 | 300.00 | 1,200.00 | 51.86 |
| 502-051-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-036-000 | 898.00 | 2,708.00 | 51.86 |
| 502-051-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-044-000 | 429.00 | 1,727.00 | 51.86 |
| 502-051-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-051-051-000 | 459.00 | 1,845.00 | 51.86 |
| 502-051-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-052-001-510 | 218.00 | 873.00 | 25.92 |
| 502-052-001-520 | 476.00 | 1,442.00 | 25.92 |
| 502-052-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-002-520 | 476.00 | 1,442.00 | 25.92 |
| 502-052-003-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-003-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-004-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-004-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-005-510 | 226.00 | 906.00 | 25.92 |
| 502-052-005-520 | 214.00 | 856.00 | 25.92 |
| 502-052-006-510 | 348.00 | 1,054.00 | 25.92 |
| 502-052-006-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-007-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-007-520 | 348.00 | 1,054.00 | 25.92 |
| 502-052-008-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-008-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-009-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-009-520 | 273.00 | 1,104.00 | 25.92 |
| 502-052-010-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-052-010-520 | 214.00 | 856.00 | 25.92 |
| 502-052-011-510 | 348.00 | 1,054.00 | 25.92 |
| 502-052-011-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-012-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-012-520 | 450.00 | 1,350.00 | 25.92 |
| 502-052-013-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-013-520 | 222.00 | 890.00 | 25.92 |
| 502-052-014-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-014-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-015-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-016-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-016-520 | 222.00 | 890.00 | 25.92 |
| 502-052-017-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-017-520 | 226.00 | 906.00 | 25.92 |
| 502-052-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-052-019-510 | 606.00 | 1,840.00 | 25.92 |
| 502-052-019-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-020-510 | 437.00 | 1,326.00 | 25.92 |
| 502-052-020-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-021-510 | 226.00 | 906.00 | 25.92 |
| 502-052-021-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-022-510 | 222.00 | 890.00 | 25.92 |
| 502-052-022-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-023-510 | 606.00 | 1,840.00 | 25.92 |
| 502-052-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-024-510 | 450.00 | 1,350.00 | 25.92 |
| 502-052-024-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-025-510 | 222.00 | 890.00 | 25.92 |
| 502-052-025-520 | 450.00 | 1,350.00 | 25.92 |
| 502-052-026-510 | 222.00 | 890.00 | 25.92 |
| 502-052-026-520 | 218.00 | 873.00 | 25.92 |
| 502-052-027-510 | 222.00 | 890.00 | 25.92 |
| 502-052-027-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-052-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-029-520 | 214.00 | 856.00 | 25.92 |
| 502-052-030-510 | 437.00 | 1,326.00 | 25.92 |
| 502-052-030-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-031-510 | 348.00 | 1,054.00 | 25.92 |
| 502-052-031-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-032-510 | 218.00 | 873.00 | 25.92 |
| 502-052-032-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-033-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-033-520 | 348.00 | 1,054.00 | 25.92 |
| 502-052-034-510 | 348.00 | 1,054.00 | 25.92 |
| 502-052-034-520 | 218.00 | 873.00 | 25.92 |
| 502-052-035-510 | 210.00 | 840.00 | 25.92 |
| 502-052-035-520 | 214.00 | 856.00 | 25.92 |
| 502-052-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-052-037-510 | 606.00 | 1,840.00 | 25.92 |
| 502-052-037-520 | 218.00 | 873.00 | 25.92 |
| 502-052-038-510 | 476.00 | 1,442.00 | 25.92 |
| 502-052-038-520 | 226.00 | 906.00 | 25.92 |
| 502-052-039-510 | 606.00 | 1,840.00 | 25.92 |
| 502-052-039-520 | 606.00 | 1,840.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-052-040-510 | 476.00 | 1,442.00 | 25.92 |
| 502-052-040-520 | 218.00 | 873.00 | 25.92 |
| 502-052-041-510 | 476.00 | 1,442.00 | 25.92 |
| 502-052-041-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-042-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-042-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-043-510 | 450.00 | 1,350.00 | 25.92 |
| 502-052-043-520 | 218.00 | 873.00 | 25.92 |
| 502-052-044-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-044-520 | 210.00 | 840.00 | 25.92 |
| 502-052-045-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-045-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-046-510 | 606.00 | 1,840.00 | 25.92 |
| 502-052-046-520 | 348.00 | 1,054.00 | 25.92 |
| 502-052-047-510 | 222.00 | 890.00 | 25.92 |
| 502-052-047-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-048-510 | 375.00 | 1,125.00 | 25.92 |
| 502-052-048-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-050-510 | 343.00 | 1,035.00 | 25.92 |
| 502-052-050-520 | 375.00 | 1,125.00 | 25.92 |
| 502-052-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-052-052-000 | 898.00 | 2,708.00 | 51.86 |
| 502-053-001-000 | 369.00 | 1,485.00 | 51.86 |
| 502-053-002-000 | 369.00 | 1,485.00 | 51.86 |
| 502-053-003-000 | 703.00 | 2,123.00 | 51.86 |
| 502-053-004-000 | 429.00 | 1,727.00 | 51.86 |
| 502-053-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-007-000 | 376.00 | 1,514.00 | 51.86 |
| 502-053-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-014-000 | 306.00 | 1,224.00 | 51.86 |
| 502-053-015-000 | 362.00 | 1,457.00 | 51.86 |
| 502-053-016-000 | 898.00 | 2,708.00 | 51.86 |
| 502-053-017-000 | 312.00 | 1,248.00 | 51.86 |
| 502-053-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-020-000 | 583.00 | 1,761.00 | 51.86 |
| 502-053-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-025-000 | 703.00 | 2,123.00 | 51.86 |
| 502-053-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-027-000 | 898.00 | 2,708.00 | 51.86 |
| 502-053-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-031-000 | 312.00 | 1,248.00 | 51.86 |
| 502-053-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-034-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-053-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-037-000 | 452.00 | 1,816.00 | 51.86 |
| 502-053-039-000 | 703.00 | 2,123.00 | 51.86 |
| 502-053-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-048-000 | 369.00 | 1,485.00 | 51.86 |
| 502-053-050-000 | 362.00 | 1,457.00 | 51.86 |
| 502-053-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-053-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-054-001-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-001-520 | 606.00 | 1,840.00 | 25.92 |
| 502-054-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-002-520 | 222.00 | 890.00 | 25.92 |
| 502-054-003-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-003-520 | 606.00 | 1,840.00 | 25.92 |
| 502-054-004-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-005-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-005-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-006-510 | 218.00 | 873.00 | 25.92 |
| 502-054-006-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-007-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-007-520 | 437.00 | 1,326.00 | 25.92 |
| 502-054-008-510 | 348.00 | 1,054.00 | 25.92 |
| 502-054-008-520 | 450.00 | 1,350.00 | 25.92 |
| 502-054-009-510 | 348.00 | 1,054.00 | 25.92 |
| 502-054-009-520 | 476.00 | 1,442.00 | 25.92 |
| 502-054-010-510 | 214.00 | 856.00 | 25.92 |
| 502-054-010-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-011-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-011-520 | 476.00 | 1,442.00 | 25.92 |
| 502-054-012-510 | 698.00 | 2,116.00 | 25.92 |
| 502-054-012-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-013-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-013-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-014-510 | 606.00 | 1,840.00 | 25.92 |
| 502-054-014-520 | 698.00 | 2,116.00 | 25.92 |
| 502-054-015-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-016-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-016-520 | 348.00 | 1,054.00 | 25.92 |
| 502-054-017-510 | 218.00 | 873.00 | 25.92 |
| 502-054-017-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-018-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-018-520 | 218.00 | 873.00 | 25.92 |
| 502-054-019-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-019-520 | 476.00 | 1,442.00 | 25.92 |
| 502-054-020-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-020-520 | 348.00 | 1,054.00 | 25.92 |
| 502-054-021-510 | 218.00 | 873.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-054-021-520 | 348.00 | 1,054.00 | 25.92 |
| 502-054-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-022-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-023-510 | 476.00 | 1,442.00 | 25.92 |
| 502-054-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-024-510 | 222.00 | 890.00 | 25.92 |
| 502-054-024-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-025-510 | 222.00 | 890.00 | 25.92 |
| 502-054-025-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-026-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-026-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-027-510 | 222.00 | 890.00 | 25.92 |
| 502-054-027-520 | 348.00 | 1,054.00 | 25.92 |
| 502-054-028-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-028-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-029-520 | 606.00 | 1,840.00 | 25.92 |
| 502-054-030-510 | 606.00 | 1,840.00 | 25.92 |
| 502-054-030-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-031-510 | 208.00 | 832.00 | 25.92 |
| 502-054-031-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-032-510 | 214.00 | 856.00 | 25.92 |
| 502-054-032-520 | 226.00 | 906.00 | 25.92 |
| 502-054-033-510 | 218.00 | 873.00 | 25.92 |
| 502-054-033-520 | 450.00 | 1,350.00 | 25.92 |
| 502-054-034-510 | 214.00 | 856.00 | 25.92 |
| 502-054-034-520 | 476.00 | 1,442.00 | 25.92 |
| 502-054-035-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-035-520 | 606.00 | 1,840.00 | 25.92 |
| 502-054-036-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-036-520 | 214.00 | 856.00 | 25.92 |
| 502-054-037-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-037-520 | 222.00 | 890.00 | 25.92 |
| 502-054-038-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-038-520 | 437.00 | 1,326.00 | 25.92 |
| 502-054-039-510 | 606.00 | 1,840.00 | 25.92 |
| 502-054-039-520 | 606.00 | 1,840.00 | 25.92 |
| 502-054-040-510 | 437.00 | 1,326.00 | 25.92 |
| 502-054-040-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-041-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-041-520 | 214.00 | 856.00 | 25.92 |
| 502-054-042-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-042-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-043-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-043-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-044-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-044-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-045-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-045-520 | 218.00 | 873.00 | 25.92 |
| 502-054-046-510 | 214.00 | 856.00 | 25.92 |
| 502-054-046-520 | 450.00 | 1,350.00 | 25.92 |
| 502-054-047-510 | 375.00 | 1,125.00 | 25.92 |
| 502-054-047-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-048-510 | 204.00 | 816.00 | 25.92 |
| 502-054-048-520 | 210.00 | 840.00 | 25.92 |
| 502-054-050-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-054-050-520 | 375.00 | 1,125.00 | 25.92 |
| 502-054-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-054-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-003-000 | 362.00 | 1,457.00 | 51.86 |
| 502-055-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-005-000 | 362.00 | 1,457.00 | 51.86 |
| 502-055-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-007-000 | 898.00 | 2,708.00 | 51.86 |
| 502-055-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-009-000 | 429.00 | 1,727.00 | 51.86 |
| 502-055-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-012-000 | 362.00 | 1,457.00 | 51.86 |
| 502-055-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-016-000 | 315.00 | 1,260.00 | 51.86 |
| 502-055-017-000 | 369.00 | 1,485.00 | 51.86 |
| 502-055-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-022-000 | 583.00 | 1,761.00 | 51.86 |
| 502-055-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-027-000 | 376.00 | 1,514.00 | 51.86 |
| 502-055-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-029-000 | 300.00 | 1,200.00 | 51.86 |
| 502-055-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-031-000 | 362.00 | 1,457.00 | 51.86 |
| 502-055-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-033-000 | 898.00 | 2,708.00 | 51.86 |
| 502-055-034-000 | 898.00 | 2,708.00 | 51.86 |
| 502-055-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-038-000 | 459.00 | 1,845.00 | 51.86 |
| 502-055-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-041-000 | 369.00 | 1,485.00 | 51.86 |
| 502-055-042-000 | 315.00 | 1,260.00 | 51.86 |
| 502-055-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-044-000 | 898.00 | 2,708.00 | 51.86 |
| 502-055-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-050-000 | 362.00 | 1,457.00 | 51.86 |
| 502-055-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-055-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-056-001-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-001-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-056-002-510 | 204.00 | 816.00 | 25.92 |
| 502-056-002-520 | 606.00 | 1,840.00 | 25.92 |
| 502-056-003-510 | 273.00 | 1,104.00 | 25.92 |
| 502-056-003-520 | 269.00 | 1,088.00 | 25.92 |
| 502-056-004-510 | 218.00 | 873.00 | 25.92 |
| 502-056-004-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-005-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-005-520 | 222.00 | 890.00 | 25.92 |
| 502-056-006-510 | 222.00 | 890.00 | 25.92 |
| 502-056-006-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-007-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-007-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-008-510 | 437.00 | 1,326.00 | 25.92 |
| 502-056-008-520 | 273.00 | 1,104.00 | 25.92 |
| 502-056-009-510 | 226.00 | 906.00 | 25.92 |
| 502-056-009-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-010-510 | 273.00 | 1,104.00 | 25.92 |
| 502-056-010-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-011-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-011-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-012-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-012-520 | 606.00 | 1,840.00 | 25.92 |
| 502-056-013-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-013-520 | 348.00 | 1,054.00 | 25.92 |
| 502-056-014-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-014-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-015-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-016-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-016-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-017-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-017-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-018-510 | 450.00 | 1,350.00 | 25.92 |
| 502-056-018-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-019-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-019-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-020-510 | 214.00 | 856.00 | 25.92 |
| 502-056-020-520 | 348.00 | 1,054.00 | 25.92 |
| 502-056-021-510 | 210.00 | 840.00 | 25.92 |
| 502-056-021-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-022-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-022-520 | 606.00 | 1,840.00 | 25.92 |
| 502-056-023-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-024-510 | 606.00 | 1,840.00 | 25.92 |
| 502-056-024-520 | 476.00 | 1,442.00 | 25.92 |
| 502-056-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-056-026-510 | 218.00 | 873.00 | 25.92 |
| 502-056-026-520 | 222.00 | 890.00 | 25.92 |
| 502-056-027-510 | 226.00 | 906.00 | 25.92 |
| 502-056-027-520 | 210.00 | 840.00 | 25.92 |
| 502-056-028-510 | 437.00 | 1,326.00 | 25.92 |
| 502-056-028-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-029-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-029-520 | 606.00 | 1,840.00 | 25.92 |
| 502-056-030-510 | 218.00 | 873.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-056-030-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-031-510 | 606.00 | 1,840.00 | 25.92 |
| 502-056-031-520 | 450.00 | 1,350.00 | 25.92 |
| 502-056-032-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-032-520 | 476.00 | 1,442.00 | 25.92 |
| 502-056-033-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-033-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-034-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-034-520 | 210.00 | 840.00 | 25.92 |
| 502-056-035-510 | 348.00 | 1,054.00 | 25.92 |
| 502-056-035-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-036-510 | 226.00 | 906.00 | 25.92 |
| 502-056-036-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-037-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-037-520 | 200.00 | 800.00 | 25.92 |
| 502-056-038-510 | 476.00 | 1,442.00 | 25.92 |
| 502-056-038-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-039-510 | 348.00 | 1,054.00 | 25.92 |
| 502-056-039-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-040-510 | 218.00 | 873.00 | 25.92 |
| 502-056-040-520 | 218.00 | 873.00 | 25.92 |
| 502-056-041-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-041-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-042-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-042-520 | 606.00 | 1,840.00 | 25.92 |
| 502-056-043-510 | 606.00 | 1,840.00 | 25.92 |
| 502-056-043-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-044-510 | 348.00 | 1,054.00 | 25.92 |
| 502-056-044-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-045-510 | 375.00 | 1,125.00 | 25.92 |
| 502-056-045-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-056-047-510 | 210.00 | 840.00 | 25.92 |
| 502-056-047-520 | 375.00 | 1,125.00 | 25.92 |
| 502-056-048-510 | 476.00 | 1,442.00 | 25.92 |
| 502-056-048-520 | 348.00 | 1,054.00 | 25.92 |
| 502-056-050-000 | 703.00 | 2,123.00 | 51.86 |
| 502-056-051-000 | 643.00 | 1,940.00 | 51.86 |
| 502-056-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-003-000 | 362.00 | 1,457.00 | 51.86 |
| 502-057-004-000 | 459.00 | 1,845.00 | 51.86 |
| 502-057-005-000 | 703.00 | 2,123.00 | 51.86 |
| 502-057-006-000 | 376.00 | 1,514.00 | 51.86 |
| 502-057-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-015-000 | 583.00 | 1,761.00 | 51.86 |
| 502-057-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-017-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-057-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-019-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-020-000 | 369.00 | 1,485.00 | 51.86 |
| 502-057-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-022-000 | 369.00 | 1,485.00 | 51.86 |
| 502-057-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-025-000 | 369.00 | 1,485.00 | 51.86 |
| 502-057-026-000 | 429.00 | 1,727.00 | 51.86 |
| 502-057-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-030-000 | 703.00 | 2,123.00 | 51.86 |
| 502-057-031-000 | 376.00 | 1,514.00 | 51.86 |
| 502-057-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-034-000 | 583.00 | 1,761.00 | 51.86 |
| 502-057-035-000 | 583.00 | 1,761.00 | 51.86 |
| 502-057-036-000 | 429.00 | 1,727.00 | 51.86 |
| 502-057-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-038-000 | 376.00 | 1,514.00 | 51.86 |
| 502-057-039-000 | 459.00 | 1,845.00 | 51.86 |
| 502-057-040-000 | 429.00 | 1,727.00 | 51.86 |
| 502-057-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-045-000 | 898.00 | 2,708.00 | 51.86 |
| 502-057-046-000 | 376.00 | 1,514.00 | 51.86 |
| 502-057-047-000 | 898.00 | 2,708.00 | 51.86 |
| 502-057-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-057-051-000 | 774.00 | 2,336.00 | 51.86 |
| 502-057-052-000 | 703.00 | 2,123.00 | 51.86 |
| 502-058-001-510 | 273.00 | 1,104.00 | 25.92 |
| 502-058-001-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-002-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-002-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-003-510 | 348.00 | 1,054.00 | 25.92 |
| 502-058-003-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-004-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-004-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-005-510 | 222.00 | 890.00 | 25.92 |
| 502-058-005-520 | 100.00 | 900.00 | 25.92 |
| 502-058-006-510 | 450.00 | 1,350.00 | 25.92 |
| 502-058-006-520 | 437.00 | 1,326.00 | 25.92 |
| 502-058-007-510 | 476.00 | 1,442.00 | 25.92 |
| 502-058-007-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-008-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-008-520 | 606.00 | 1,840.00 | 25.92 |
| 502-058-009-510 | 698.00 | 2,116.00 | 25.92 |
| 502-058-009-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-010-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-010-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-011-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-011-520 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-058-012-510 | 450.00 | 1,350.00 | 25.92 |
| 502-058-012-520 | 606.00 | 1,840.00 | 25.92 |
| 502-058-013-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-013-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-014-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-014-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-015-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-015-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-016-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-016-520 | 348.00 | 1,054.00 | 25.92 |
| 502-058-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-018-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-018-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-019-000 | 606.00 | 1,840.00 | 25.92 |
| 502-058-020-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-021-000 | 898.00 | 2,708.00 | 51.86 |
| 502-058-022-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-023-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-023-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-024-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-024-520 | 226.00 | 906.00 | 25.92 |
| 502-058-025-510 | 218.00 | 873.00 | 25.92 |
| 502-058-025-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-027-510 | 222.00 | 890.00 | 25.92 |
| 502-058-027-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-028-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-028-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-029-510 | 100.00 | 900.00 | 25.92 |
| 502-058-029-520 | 210.00 | 840.00 | 25.92 |
| 502-058-030-510 | 208.00 | 832.00 | 25.92 |
| 502-058-030-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-031-510 | 476.00 | 1,442.00 | 25.92 |
| 502-058-031-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-032-510 | 210.00 | 840.00 | 25.92 |
| 502-058-032-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-033-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-033-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-034-510 | 204.00 | 816.00 | 25.92 |
| 502-058-034-520 | 218.00 | 873.00 | 25.92 |
| 502-058-035-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-035-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-036-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-036-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-037-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-038-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-038-520 | 222.00 | 890.00 | 25.92 |
| 502-058-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-040-510 | 606.00 | 1,840.00 | 25.92 |
| 502-058-040-520 | 375.00 | 1,125.00 | 25.92 |
| 502-058-041-510 | 375.00 | 1,125.00 | 25.92 |
| 502-058-041-520 | 606.00 | 1,840.00 | 25.92 |
| 502-058-042-000 | 300.00 | 1,200.00 | 51.86 |
| 502-058-043-000 | 583.00 | 1,761.00 | 51.86 |
| 502-058-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-045-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-058-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-058-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-004-000 | 369.00 | 1,485.00 | 51.86 |
| 502-059-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-006-000 | 200.00 | 1,800.00 | 51.86 |
| 502-059-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-015-000 | 362.00 | 1,457.00 | 51.86 |
| 502-059-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-019-000 | 369.00 | 1,485.00 | 51.86 |
| 502-059-020-000 | 306.00 | 1,224.00 | 51.86 |
| 502-059-021-000 | 369.00 | 1,485.00 | 51.86 |
| 502-059-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-024-000 | 300.00 | 1,200.00 | 51.86 |
| 502-059-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-028-000 | 369.00 | 1,485.00 | 51.86 |
| 502-059-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-030-000 | 376.00 | 1,514.00 | 51.86 |
| 502-059-031-000 | 898.00 | 2,708.00 | 51.86 |
| 502-059-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-033-000 | 376.00 | 1,514.00 | 51.86 |
| 502-059-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-035-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-036-000 | 898.00 | 2,708.00 | 51.86 |
| 502-059-037-000 | 898.00 | 2,708.00 | 51.86 |
| 502-059-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-040-000 | 898.00 | 2,708.00 | 51.86 |
| 502-059-041-000 | 315.00 | 1,260.00 | 51.86 |
| 502-059-042-000 | 355.00 | 1,429.00 | 51.86 |
| 502-059-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-050-000 | 550.00 | 1,650.00 | 51.86 |
| 502-059-051-000 | 315.00 | 1,260.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-059-052-000 | 312.00 | 1,248.00 | 51.86 |
| 502-060-001-000 | 898.00 | 2,708.00 | 51.86 |
| 502-060-002-000 | 369.00 | 1,485.00 | 51.86 |
| 502-060-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-004-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-005-000 | 583.00 | 1,761.00 | 51.86 |
| 502-060-006-000 | 369.00 | 1,485.00 | 51.86 |
| 502-060-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-008-000 | 429.00 | 1,727.00 | 51.86 |
| 502-060-009-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-010-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-011-000 | 376.00 | 1,514.00 | 51.86 |
| 502-060-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-014-000 | 362.00 | 1,457.00 | 51.86 |
| 502-060-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-016-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-017-000 | 703.00 | 2,123.00 | 51.86 |
| 502-060-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-019-000 | 429.00 | 1,727.00 | 51.86 |
| 502-060-020-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-022-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-023-000 | 376.00 | 1,514.00 | 51.86 |
| 502-060-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-027-000 | 315.00 | 1,260.00 | 51.86 |
| 502-060-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-029-000 | 459.00 | 1,845.00 | 51.86 |
| 502-060-030-000 | 898.00 | 2,708.00 | 51.86 |
| 502-060-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-032-000 | 459.00 | 1,845.00 | 51.86 |
| 502-060-033-000 | 459.00 | 1,845.00 | 51.86 |
| 502-060-034-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-035-000 | 369.00 | 1,485.00 | 51.86 |
| 502-060-036-000 | 376.00 | 1,514.00 | 51.86 |
| 502-060-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-039-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-042-000 | 376.00 | 1,514.00 | 51.86 |
| 502-060-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-045-000 | 429.00 | 1,727.00 | 51.86 |
| 502-060-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-060-050-000 | 369.00 | 1,485.00 | 51.86 |
| 502-060-051-000 | 362.00 | 1,457.00 | 51.86 |
| 502-060-052-000 | 362.00 | 1,457.00 | 51.86 |
| 502-061-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-004-000 | 362.00 | 1,457.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-061-005-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-006-000 | 306.00 | 1,224.00 | 51.86 |
| 502-061-007-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-008-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-009-000 | 583.00 | 1,761.00 | 51.86 |
| 502-061-010-000 | 703.00 | 2,123.00 | 51.86 |
| 502-061-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-012-000 | 315.00 | 1,260.00 | 51.86 |
| 502-061-013-000 | 306.00 | 1,224.00 | 51.86 |
| 502-061-014-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-016-000 | 898.00 | 2,708.00 | 51.86 |
| 502-061-017-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-018-000 | 362.00 | 1,457.00 | 51.86 |
| 502-061-019-000 | 583.00 | 1,761.00 | 51.86 |
| 502-061-020-000 | 376.00 | 1,514.00 | 51.86 |
| 502-061-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-022-000 | 898.00 | 2,708.00 | 51.86 |
| 502-061-023-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-024-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-025-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-027-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-028-000 | 315.00 | 1,260.00 | 51.86 |
| 502-061-029-000 | 703.00 | 2,123.00 | 51.86 |
| 502-061-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-033-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-034-000 | 898.00 | 2,708.00 | 51.86 |
| 502-061-035-000 | 643.00 | 1,940.00 | 51.86 |
| 502-061-036-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-037-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-039-000 | 459.00 | 1,845.00 | 51.86 |
| 502-061-040-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-041-000 | 376.00 | 1,514.00 | 51.86 |
| 502-061-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-044-000 | 362.00 | 1,457.00 | 51.86 |
| 502-061-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-047-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-061-050-000 | 583.00 | 1,761.00 | 51.86 |
| 502-061-051-000 | 369.00 | 1,485.00 | 51.86 |
| 502-061-052-000 | 898.00 | 2,708.00 | 51.86 |
| 502-062-001-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-002-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-003-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-004-000 | 459.00 | 1,845.00 | 51.86 |
| 502-062-005-000 | 583.00 | 1,761.00 | 51.86 |
| 502-062-006-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-007-000 | 459.00 | 1,845.00 | 51.86 |
| 502-062-008-000 | 583.00 | 1,761.00 | 51.86 |
| 502-062-009-000 | 583.00 | 1,761.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 502-062-010-000 | 369.00 | 1,485.00 | 51.86 |
| 502-062-011-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-012-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-013-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-014-000 | 429.00 | 1,727.00 | 51.86 |
| 502-062-015-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-016-000 | 429.00 | 1,727.00 | 51.86 |
| 502-062-017-000 | 200.00 | 1,800.00 | 51.86 |
| 502-062-018-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-019-000 | 452.00 | 1,816.00 | 51.86 |
| 502-062-020-000 | 376.00 | 1,514.00 | 51.86 |
| 502-062-021-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-022-000 | 583.00 | 1,761.00 | 51.86 |
| 502-062-023-000 | 369.00 | 1,485.00 | 51.86 |
| 502-062-024-000 | 369.00 | 1,485.00 | 51.86 |
| 502-062-025-000 | 429.00 | 1,727.00 | 51.86 |
| 502-062-026-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-027-000 | 898.00 | 2,708.00 | 51.86 |
| 502-062-028-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-029-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-030-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-031-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-032-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-033-000 | 376.00 | 1,514.00 | 51.86 |
| 502-062-034-000 | 376.00 | 1,514.00 | 51.86 |
| 502-062-035-000 | 898.00 | 2,708.00 | 51.86 |
| 502-062-036-000 | 898.00 | 2,708.00 | 51.86 |
| 502-062-037-000 | 459.00 | 1,845.00 | 51.86 |
| 502-062-038-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-039-000 | 643.00 | 1,940.00 | 51.86 |
| 502-062-040-000 | 452.00 | 1,816.00 | 51.86 |
| 502-062-041-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-042-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-043-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-044-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-045-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-046-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-047-000 | 703.00 | 2,123.00 | 51.86 |
| 502-062-048-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-050-000 | 306.00 | 1,224.00 | 51.86 |
| 502-062-051-000 | 550.00 | 1,650.00 | 51.86 |
| 502-062-052-000 | 550.00 | 1,650.00 | 51.86 |
| 502-083-014-000 | 222.00 | 890.00 | 25.92 |
| 503-052-037-510 | 214.00 | 856.00 | 25.92 |
| 503-054-004-000 | 375.00 | 1,125.00 | 25.92 |
| 503-058-019-000 | 375.00 | 1,125.00 | 25.92 |
| 503-063-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-005-000 | 376.00 | 1,514.00 | 51.86 |
| 503-063-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-007-000 | 703.00 | 2,123.00 | 51.86 |
| 503-063-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-010-000 | 898.00 | 2,708.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-063-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-012-000 | 898.00 | 2,708.00 | 51.86 |
| 503-063-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-014-000 | 429.00 | 1,727.00 | 51.86 |
| 503-063-015-000 | 312.00 | 1,248.00 | 51.86 |
| 503-063-016-000 | 583.00 | 1,761.00 | 51.86 |
| 503-063-017-000 | 315.00 | 1,260.00 | 51.86 |
| 503-063-018-000 | 898.00 | 2,708.00 | 51.86 |
| 503-063-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-022-000 | 315.00 | 1,260.00 | 51.86 |
| 503-063-023-000 | 315.00 | 1,260.00 | 51.86 |
| 503-063-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-034-000 | 376.00 | 1,514.00 | 51.86 |
| 503-063-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-037-000 | 312.00 | 1,248.00 | 51.86 |
| 503-063-038-000 | 369.00 | 1,485.00 | 51.86 |
| 503-063-039-000 | 429.00 | 1,727.00 | 51.86 |
| 503-063-040-000 | 369.00 | 1,485.00 | 51.86 |
| 503-063-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-043-000 | 300.00 | 1,200.00 | 51.86 |
| 503-063-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-047-000 | 369.00 | 1,485.00 | 51.86 |
| 503-063-048-000 | 369.00 | 1,485.00 | 51.86 |
| 503-063-050-000 | 703.00 | 2,123.00 | 51.86 |
| 503-063-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-063-052-000 | 312.00 | 1,248.00 | 51.86 |
| 503-064-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-015-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-064-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-017-000 | 898.00 | 2,708.00 | 51.86 |
| 503-064-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-025-000 | 898.00 | 2,708.00 | 51.86 |
| 503-064-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-027-000 | 459.00 | 1,845.00 | 51.86 |
| 503-064-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-032-000 | 312.00 | 1,248.00 | 51.86 |
| 503-064-033-000 | 898.00 | 2,708.00 | 51.86 |
| 503-064-034-000 | 898.00 | 2,708.00 | 51.86 |
| 503-064-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-037-000 | 703.00 | 2,123.00 | 51.86 |
| 503-064-038-000 | 703.00 | 2,123.00 | 51.86 |
| 503-064-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-040-000 | 574.00 | 1,729.00 | 51.86 |
| 503-064-041-000 | 306.00 | 1,224.00 | 51.86 |
| 503-064-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-044-000 | 369.00 | 1,485.00 | 51.86 |
| 503-064-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-064-050-000 | 369.00 | 1,485.00 | 51.86 |
| 503-064-051-000 | 362.00 | 1,457.00 | 51.86 |
| 503-064-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-001-000 | 315.00 | 1,260.00 | 51.86 |
| 503-065-002-000 | 315.00 | 1,260.00 | 51.86 |
| 503-065-003-000 | 312.00 | 1,248.00 | 51.86 |
| 503-065-004-000 | 429.00 | 1,727.00 | 51.86 |
| 503-065-005-000 | 369.00 | 1,485.00 | 51.86 |
| 503-065-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-007-000 | 583.00 | 1,761.00 | 51.86 |
| 503-065-008-000 | 376.00 | 1,514.00 | 51.86 |
| 503-065-009-000 | 376.00 | 1,514.00 | 51.86 |
| 503-065-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-020-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-065-021-000 | 376.00 | 1,514.00 | 51.86 |
| 503-065-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-023-000 | 898.00 | 2,708.00 | 51.86 |
| 503-065-024-000 | 898.00 | 2,708.00 | 51.86 |
| 503-065-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-028-000 | 376.00 | 1,514.00 | 51.86 |
| 503-065-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-031-000 | 369.00 | 1,485.00 | 51.86 |
| 503-065-032-000 | 369.00 | 1,485.00 | 51.86 |
| 503-065-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-034-000 | 429.00 | 1,727.00 | 51.86 |
| 503-065-035-000 | 429.00 | 1,727.00 | 51.86 |
| 503-065-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-041-000 | 429.00 | 1,727.00 | 51.86 |
| 503-065-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-045-000 | 898.00 | 2,708.00 | 51.86 |
| 503-065-046-000 | 362.00 | 1,457.00 | 51.86 |
| 503-065-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-065-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-066-001-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-001-520 | 222.00 | 890.00 | 25.92 |
| 503-066-002-510 | 606.00 | 1,840.00 | 25.92 |
| 503-066-002-520 | 476.00 | 1,442.00 | 25.92 |
| 503-066-003-510 | 210.00 | 840.00 | 25.92 |
| 503-066-003-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-004-510 | 218.00 | 873.00 | 25.92 |
| 503-066-004-520 | 450.00 | 1,350.00 | 25.92 |
| 503-066-005-510 | 348.00 | 1,054.00 | 25.92 |
| 503-066-005-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-006-520 | 450.00 | 1,350.00 | 25.92 |
| 503-066-007-510 | 222.00 | 890.00 | 25.92 |
| 503-066-007-520 | 226.00 | 906.00 | 25.92 |
| 503-066-008-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-008-520 | 348.00 | 1,054.00 | 25.92 |
| 503-066-009-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-010-510 | 200.00 | 800.00 | 25.92 |
| 503-066-010-520 | 606.00 | 1,840.00 | 25.92 |
| 503-066-011-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-011-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-012-510 | 437.00 | 1,326.00 | 25.92 |
| 503-066-012-520 | 273.00 | 1,104.00 | 25.92 |
| 503-066-013-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-066-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-014-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-014-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-015-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-016-510 | 218.00 | 873.00 | 25.92 |
| 503-066-016-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-017-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-017-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-018-510 | 222.00 | 890.00 | 25.92 |
| 503-066-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-019-510 | 348.00 | 1,054.00 | 25.92 |
| 503-066-019-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-020-510 | 476.00 | 1,442.00 | 25.92 |
| 503-066-020-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-021-510 | 210.00 | 840.00 | 25.92 |
| 503-066-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-022-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-022-520 | 450.00 | 1,350.00 | 25.92 |
| 503-066-023-510 | 606.00 | 1,840.00 | 25.92 |
| 503-066-023-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-024-510 | 269.00 | 1,088.00 | 25.92 |
| 503-066-024-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-025-510 | 476.00 | 1,442.00 | 25.92 |
| 503-066-025-520 | 222.00 | 890.00 | 25.92 |
| 503-066-026-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-026-520 | 210.00 | 840.00 | 25.92 |
| 503-066-027-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-027-520 | 437.00 | 1,326.00 | 25.92 |
| 503-066-028-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-028-520 | 476.00 | 1,442.00 | 25.92 |
| 503-066-029-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-029-520 | 348.00 | 1,054.00 | 25.92 |
| 503-066-030-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-030-520 | 273.00 | 1,104.00 | 25.92 |
| 503-066-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-031-520 | 348.00 | 1,054.00 | 25.92 |
| 503-066-032-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-032-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-033-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-033-520 | 226.00 | 906.00 | 25.92 |
| 503-066-034-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-034-520 | 348.00 | 1,054.00 | 25.92 |
| 503-066-035-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-035-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-036-510 | 450.00 | 1,350.00 | 25.92 |
| 503-066-036-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-037-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-038-510 | 204.00 | 816.00 | 25.92 |
| 503-066-038-520 | 210.00 | 840.00 | 25.92 |
| 503-066-039-510 | 437.00 | 1,326.00 | 25.92 |
| 503-066-039-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-040-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-040-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-041-510 | 348.00 | 1,054.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-066-041-520 | 273.00 | 1,104.00 | 25.92 |
| 503-066-042-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-042-520 | 226.00 | 906.00 | 25.92 |
| 503-066-043-510 | 210.00 | 840.00 | 25.92 |
| 503-066-043-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-044-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-044-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-045-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-045-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-046-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-046-520 | 476.00 | 1,442.00 | 25.92 |
| 503-066-047-510 | 698.00 | 2,116.00 | 25.92 |
| 503-066-047-520 | 222.00 | 890.00 | 25.92 |
| 503-066-048-510 | 273.00 | 1,104.00 | 25.92 |
| 503-066-048-520 | 375.00 | 1,125.00 | 25.92 |
| 503-066-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-066-050-520 | 210.00 | 840.00 | 25.92 |
| 503-066-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-066-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-067-001-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-001-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-002-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-002-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-003-510 | 606.00 | 1,840.00 | 25.92 |
| 503-067-003-520 | 606.00 | 1,840.00 | 25.92 |
| 503-067-004-510 | 606.00 | 1,840.00 | 25.92 |
| 503-067-004-520 | 218.00 | 873.00 | 25.92 |
| 503-067-005-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-005-520 | 222.00 | 890.00 | 25.92 |
| 503-067-006-510 | 204.00 | 816.00 | 25.92 |
| 503-067-006-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-007-510 | 210.00 | 840.00 | 25.92 |
| 503-067-007-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-008-510 | 226.00 | 906.00 | 25.92 |
| 503-067-008-520 | 348.00 | 1,054.00 | 25.92 |
| 503-067-009-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-010-510 | 222.00 | 890.00 | 25.92 |
| 503-067-010-520 | 348.00 | 1,054.00 | 25.92 |
| 503-067-011-510 | 606.00 | 1,840.00 | 25.92 |
| 503-067-011-520 | 606.00 | 1,840.00 | 25.92 |
| 503-067-012-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-012-520 | 606.00 | 1,840.00 | 25.92 |
| 503-067-013-510 | 210.00 | 840.00 | 25.92 |
| 503-067-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-014-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-014-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-015-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-016-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-016-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-017-510 | 226.00 | 906.00 | 25.92 |
| 503-067-017-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-018-510 | 204.00 | 816.00 | 25.92 |
| 503-067-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-019-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-067-019-520 | 348.00 | 1,054.00 | 25.92 |
| 503-067-020-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-020-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-021-510 | 208.00 | 832.00 | 25.92 |
| 503-067-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-022-510 | 226.00 | 906.00 | 25.92 |
| 503-067-022-520 | 208.00 | 832.00 | 25.92 |
| 503-067-023-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-023-520 | 476.00 | 1,442.00 | 25.92 |
| 503-067-024-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-024-520 | 476.00 | 1,442.00 | 25.92 |
| 503-067-025-510 | 218.00 | 873.00 | 25.92 |
| 503-067-025-520 | 437.00 | 1,326.00 | 25.92 |
| 503-067-026-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-027-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-028-510 | 214.00 | 856.00 | 25.92 |
| 503-067-028-520 | 348.00 | 1,054.00 | 25.92 |
| 503-067-029-510 | 208.00 | 8,323.00 | 25.92 |
| 503-067-029-520 | 606.00 | 1,840.00 | 25.92 |
| 503-067-030-510 | 214.00 | 856.00 | 25.92 |
| 503-067-030-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-031-510 | 606.00 | 1,840.00 | 25.92 |
| 503-067-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-032-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-032-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-033-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-033-520 | 226.00 | 906.00 | 25.92 |
| 503-067-034-510 | 222.00 | 890.00 | 25.92 |
| 503-067-034-520 | 222.00 | 890.00 | 25.92 |
| 503-067-035-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-035-520 | 218.00 | 873.00 | 25.92 |
| 503-067-036-510 | 222.00 | 890.00 | 25.92 |
| 503-067-036-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-037-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-038-510 | 218.00 | 873.00 | 25.92 |
| 503-067-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-039-510 | 348.00 | 1,054.00 | 25.92 |
| 503-067-039-520 | 210.00 | 840.00 | 25.92 |
| 503-067-040-510 | 476.00 | 1,442.00 | 25.92 |
| 503-067-040-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-041-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-041-520 | 222.00 | 890.00 | 25.92 |
| 503-067-042-510 | 226.00 | 906.00 | 25.92 |
| 503-067-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-067-043-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-043-520 | 204.00 | 816.00 | 25.92 |
| 503-067-044-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-044-520 | 348.00 | 1,054.00 | 25.92 |
| 503-067-045-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-045-520 | 536.00 | 1,623.00 | 25.92 |
| 503-067-046-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-046-520 | 226.00 | 906.00 | 25.92 |
| 503-067-047-510 | 606.00 | 1,840.00 | 25.92 |
| 503-067-047-520 | 450.00 | 1,350.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-067-048-510 | 450.00 | 1,350.00 | 25.92 |
| 503-067-048-520 | 348.00 | 1,054.00 | 25.92 |
| 503-067-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-067-050-520 | 348.00 | 1,054.00 | 25.92 |
| 503-067-051-000 | 429.00 | 1,727.00 | 51.86 |
| 503-067-052-000 | 369.00 | 1,485.00 | 51.86 |
| 503-068-001-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-001-520 | 200.00 | 800.00 | 25.92 |
| 503-068-002-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-002-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-003-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-003-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-004-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-004-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-005-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-005-520 | 606.00 | 1,840.00 | 25.92 |
| 503-068-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-006-520 | 100.00 | 900.00 | 25.92 |
| 503-068-007-510 | 450.00 | 1,350.00 | 25.92 |
| 503-068-007-520 | 476.00 | 1,442.00 | 25.92 |
| 503-068-008-510 | 100.00 | 900.00 | 25.92 |
| 503-068-008-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-009-510 | 606.00 | 1,840.00 | 25.92 |
| 503-068-009-520 | 273.00 | 1,104.00 | 25.92 |
| 503-068-010-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-010-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-011-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-011-520 | 606.00 | 1,840.00 | 25.92 |
| 503-068-012-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-012-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-013-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-014-510 | 606.00 | 1,840.00 | 25.92 |
| 503-068-014-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-015-520 | 450.00 | 1,350.00 | 25.92 |
| 503-068-016-510 | 218.00 | 873.00 | 25.92 |
| 503-068-016-520 | 606.00 | 1,840.00 | 25.92 |
| 503-068-017-510 | 437.00 | 1,326.00 | 25.92 |
| 503-068-017-520 | 468.00 | 1,413.00 | 25.92 |
| 503-068-018-510 | 437.00 | 1,326.00 | 25.92 |
| 503-068-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-019-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-019-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-020-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-020-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-021-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-021-520 | 437.00 | 1,326.00 | 25.92 |
| 503-068-022-510 | 476.00 | 1,442.00 | 25.92 |
| 503-068-022-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-023-510 | 348.00 | 1,054.00 | 25.92 |
| 503-068-023-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-024-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-024-520 | 450.00 | 1,350.00 | 25.92 |
| 503-068-025-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-025-520 | 218.00 | 873.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-068-026-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-026-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-027-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-028-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-028-520 | 450.00 | 1,350.00 | 25.92 |
| 503-068-029-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-029-520 | 348.00 | 1,054.00 | 25.92 |
| 503-068-030-510 | 210.00 | 840.00 | 25.92 |
| 503-068-030-520 | 226.00 | 906.00 | 25.92 |
| 503-068-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-031-520 | 218.00 | 873.00 | 25.92 |
| 503-068-032-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-032-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-033-510 | 222.00 | 890.00 | 25.92 |
| 503-068-033-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-034-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-034-520 | 222.00 | 890.00 | 25.92 |
| 503-068-035-510 | 100.00 | 900.00 | 25.92 |
| 503-068-035-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-036-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-036-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-037-510 | 606.00 | 1,840.00 | 25.92 |
| 503-068-037-520 | 348.00 | 1,054.00 | 25.92 |
| 503-068-038-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-038-520 | 606.00 | 1,840.00 | 25.92 |
| 503-068-039-510 | 476.00 | 1,442.00 | 25.92 |
| 503-068-039-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-040-510 | 210.00 | 840.00 | 25.92 |
| 503-068-040-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-041-510 | 222.00 | 890.00 | 25.92 |
| 503-068-041-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-042-510 | 269.00 | 1,088.00 | 25.92 |
| 503-068-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-043-510 | 348.00 | 1,054.00 | 25.92 |
| 503-068-043-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-044-510 | 273.00 | 1,104.00 | 25.92 |
| 503-068-044-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-045-510 | 606.00 | 1,840.00 | 25.92 |
| 503-068-045-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-046-510 | 348.00 | 1,054.00 | 25.92 |
| 503-068-046-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-068-048-520 | 343.00 | 1,035.00 | 25.92 |
| 503-068-050-510 | 210.00 | 840.00 | 25.92 |
| 503-068-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-068-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-068-052-000 | 898.00 | 2,708.00 | 51.86 |
| 503-069-001-000 | 459.00 | 1,845.00 | 51.86 |
| 503-069-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-006-000 | 376.00 | 1,514.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-069-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-008-000 | 355.00 | 1,429.00 | 51.86 |
| 503-069-009-000 | 898.00 | 2,708.00 | 51.86 |
| 503-069-010-000 | 376.00 | 1,514.00 | 51.86 |
| 503-069-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-020-000 | 459.00 | 1,845.00 | 51.86 |
| 503-069-021-000 | 703.00 | 2,123.00 | 51.86 |
| 503-069-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-025-000 | 315.00 | 1,260.00 | 51.86 |
| 503-069-026-000 | 898.00 | 2,708.00 | 51.86 |
| 503-069-027-000 | 898.00 | 2,708.00 | 51.86 |
| 503-069-028-000 | 312.00 | 1,248.00 | 51.86 |
| 503-069-029-000 | 898.00 | 2,708.00 | 51.86 |
| 503-069-030-000 | 583.00 | 1,761.00 | 51.86 |
| 503-069-031-000 | 315.00 | 1,260.00 | 51.86 |
| 503-069-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-034-000 | 574.00 | 1,729.00 | 51.86 |
| 503-069-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-040-000 | 306.00 | 1,224.00 | 51.86 |
| 503-069-041-000 | 306.00 | 1,224.00 | 51.86 |
| 503-069-042-000 | 898.00 | 2,708.00 | 51.86 |
| 503-069-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-045-000 | 369.00 | 1,485.00 | 51.86 |
| 503-069-046-000 | 369.00 | 1,485.00 | 51.86 |
| 503-069-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-069-051-000 | 315.00 | 1,260.00 | 51.86 |
| 503-069-052-000 | 315.00 | 1,260.00 | 51.86 |
| 503-070-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-005-000 | 898.00 | 2,708.00 | 51.86 |
| 503-070-006-000 | 376.00 | 1,514.00 | 51.86 |
| 503-070-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-009-000 | 200.00 | 1,800.00 | 51.86 |
| 503-070-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-011-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-070-012-000 | 898.00 | 2,708.00 | 51.86 |
| 503-070-013-000 | 376.00 | 1,514.00 | 51.86 |
| 503-070-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-016-000 | 452.00 | 1,816.00 | 51.86 |
| 503-070-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-019-000 | 376.00 | 1,514.00 | 51.86 |
| 503-070-020-000 | 369.00 | 1,485.00 | 51.86 |
| 503-070-021-000 | 583.00 | 1,761.00 | 51.86 |
| 503-070-022-000 | 459.00 | 1,845.00 | 51.86 |
| 503-070-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-024-000 | 583.00 | 1,761.00 | 51.86 |
| 503-070-025-000 | 898.00 | 2,708.00 | 51.86 |
| 503-070-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-029-000 | 703.00 | 2,123.00 | 51.86 |
| 503-070-030-000 | 306.00 | 1,224.00 | 51.86 |
| 503-070-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-033-000 | 315.00 | 1,260.00 | 51.86 |
| 503-070-034-000 | 362.00 | 1,457.00 | 51.86 |
| 503-070-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-039-000 | 204.00 | 816.00 | 51.86 |
| 503-070-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-041-000 | 898.00 | 2,708.00 | 51.86 |
| 503-070-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-043-000 | 429.00 | 1,727.00 | 51.86 |
| 503-070-044-000 | 429.00 | 1,727.00 | 51.86 |
| 503-070-045-000 | 583.00 | 1,761.00 | 51.86 |
| 503-070-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-047-000 | 429.00 | 1,727.00 | 51.86 |
| 503-070-048-000 | 429.00 | 1,727.00 | 51.86 |
| 503-070-050-000 | 376.00 | 1,514.00 | 51.86 |
| 503-070-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-070-052-000 | 369.00 | 1,485.00 | 51.86 |
| 503-071-001-000 | 459.00 | 1,845.00 | 51.86 |
| 503-071-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-013-000 | 315.00 | 1,260.00 | 51.86 |
| 503-071-014-000 | 315.00 | 1,260.00 | 51.86 |
| 503-071-015-000 | 376.00 | 1,514.00 | 51.86 |
| 503-071-016-000 | 315.00 | 1,260.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-071-017-000 | 200.00 | 1,800.00 | 51.86 |
| 503-071-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-022-000 | 898.00 | 2,708.00 | 51.86 |
| 503-071-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-024-000 | 583.00 | 1,761.00 | 51.86 |
| 503-071-025-000 | 459.00 | 1,845.00 | 51.86 |
| 503-071-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-027-000 | 898.00 | 2,708.00 | 51.86 |
| 503-071-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-035-000 | 369.00 | 1,485.00 | 51.86 |
| 503-071-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-037-000 | 315.00 | 1,260.00 | 51.86 |
| 503-071-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-039-000 | 452.00 | 1,816.00 | 51.86 |
| 503-071-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-043-000 | 376.00 | 1,514.00 | 51.86 |
| 503-071-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-045-000 | 315.00 | 1,260.00 | 51.86 |
| 503-071-046-000 | 703.00 | 2,123.00 | 51.86 |
| 503-071-047-000 | 200.00 | 1,800.00 | 51.86 |
| 503-071-048-000 | 376.00 | 1,514.00 | 51.86 |
| 503-071-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-071-052-000 | 362.00 | 1,457.00 | 51.86 |
| 503-072-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-003-000 | 306.00 | 1,224.00 | 51.86 |
| 503-072-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-008-000 | 200.00 | 1,800.00 | 51.86 |
| 503-072-009-000 | 376.00 | 1,514.00 | 51.86 |
| 503-072-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-011-000 | 376.00 | 1,514.00 | 51.86 |
| 503-072-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-014-000 | 362.00 | 1,457.00 | 51.86 |
| 503-072-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-019-000 | 898.00 | 2,708.00 | 51.86 |
| 503-072-020-000 | 898.00 | 2,708.00 | 51.86 |
| 503-072-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-022-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-072-023-000 | 703.00 | 2,123.00 | 51.86 |
| 503-072-024-000 | 306.00 | 1,224.00 | 51.86 |
| 503-072-026-000 | 703.00 | 2,123.00 | 51.86 |
| 503-072-027-000 | 643.00 | 1,940.00 | 51.86 |
| 503-072-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-031-000 | 429.00 | 1,727.00 | 51.86 |
| 503-072-032-000 | 429.00 | 1,727.00 | 51.86 |
| 503-072-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-034-000 | 315.00 | 1,260.00 | 51.86 |
| 503-072-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-036-000 | 306.00 | 1,224.00 | 51.86 |
| 503-072-037-000 | 306.00 | 1,224.00 | 51.86 |
| 503-072-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-043-000 | 583.00 | 1,761.00 | 51.86 |
| 503-072-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-072-050-000 | 376.00 | 1,514.00 | 51.86 |
| 503-072-051-000 | 376.00 | 1,514.00 | 51.86 |
| 503-072-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-001-000 | 315.00 | 1,260.00 | 51.86 |
| 503-073-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-007-000 | 315.00 | 1,260.00 | 51.86 |
| 503-073-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-009-000 | 362.00 | 1,457.00 | 51.86 |
| 503-073-010-000 | 429.00 | 1,727.00 | 51.86 |
| 503-073-011-000 | 369.00 | 1,485.00 | 51.86 |
| 503-073-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-015-000 | 369.00 | 1,485.00 | 51.86 |
| 503-073-016-000 | 650.00 | 1,950.00 | 51.86 |
| 503-073-017-000 | 306.00 | 1,224.00 | 51.86 |
| 503-073-018-000 | 583.00 | 1,761.00 | 51.86 |
| 503-073-019-000 | 312.00 | 1,248.00 | 51.86 |
| 503-073-020-000 | 312.00 | 1,248.00 | 51.86 |
| 503-073-021-000 | 898.00 | 2,708.00 | 51.86 |
| 503-073-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-025-000 | 459.00 | 1,845.00 | 51.86 |
| 503-073-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-027-000 | 306.00 | 1,224.00 | 51.86 |
| 503-073-028-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-073-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-040-000 | 200.00 | 1,800.00 | 51.86 |
| 503-073-041-000 | 315.00 | 1,260.00 | 51.86 |
| 503-073-042-000 | 315.00 | 1,260.00 | 51.86 |
| 503-073-043-000 | 703.00 | 2,123.00 | 51.86 |
| 503-073-044-000 | 369.00 | 1,485.00 | 51.86 |
| 503-073-045-000 | 369.00 | 1,485.00 | 51.86 |
| 503-073-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-047-000 | 376.00 | 1,514.00 | 51.86 |
| 503-073-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-050-000 | 703.00 | 2,123.00 | 51.86 |
| 503-073-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-073-052-000 | 362.00 | 1,457.00 | 51.86 |
| 503-074-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-005-000 | 898.00 | 2,708.00 | 51.86 |
| 503-074-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-007-000 | 369.00 | 1,485.00 | 51.86 |
| 503-074-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-009-000 | 362.00 | 1,457.00 | 51.86 |
| 503-074-010-000 | 376.00 | 1,514.00 | 51.86 |
| 503-074-011-000 | 583.00 | 1,761.00 | 51.86 |
| 503-074-012-000 | 355.00 | 1,429.00 | 51.86 |
| 503-074-013-000 | 376.00 | 1,514.00 | 51.86 |
| 503-074-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-018-000 | 898.00 | 2,708.00 | 51.86 |
| 503-074-019-000 | 354.00 | 1,428.00 | 51.86 |
| 503-074-020-000 | 376.00 | 1,514.00 | 51.86 |
| 503-074-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-024-000 | 583.00 | 1,761.00 | 51.86 |
| 503-074-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-028-000 | 315.00 | 1,260.00 | 51.86 |
| 503-074-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-033-000 | 898.00 | 2,708.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-074-034-000 | 898.00 | 2,708.00 | 51.86 |
| 503-074-035-000 | 315.00 | 1,260.00 | 51.86 |
| 503-074-036-000 | 376.00 | 1,514.00 | 51.86 |
| 503-074-037-000 | 376.00 | 1,514.00 | 51.86 |
| 503-074-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-041-000 | 459.00 | 1,845.00 | 51.86 |
| 503-074-042-000 | 898.00 | 2,708.00 | 51.86 |
| 503-074-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-074-051-000 | 643.00 | 1,940.00 | 51.86 |
| 503-074-052-000 | 583.00 | 1,761.00 | 51.86 |
| 503-075-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-003-000 | 376.00 | 1,514.00 | 51.86 |
| 503-075-004-000 | 200.00 | 1,800.00 | 51.86 |
| 503-075-005-000 | 200.00 | 1,800.00 | 51.86 |
| 503-075-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-011-000 | 369.00 | 1,485.00 | 51.86 |
| 503-075-012-000 | 898.00 | 2,708.00 | 51.86 |
| 503-075-013-000 | 376.00 | 1,514.00 | 51.86 |
| 503-075-014-000 | 362.00 | 1,457.00 | 51.86 |
| 503-075-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-025-000 | 703.00 | 2,123.00 | 51.86 |
| 503-075-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-027-000 | 429.00 | 1,727.00 | 51.86 |
| 503-075-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-031-000 | 315.00 | 1,260.00 | 51.86 |
| 503-075-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-036-000 | 898.00 | 2,708.00 | 51.86 |
| 503-075-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-038-000 | 459.00 | 1,845.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-075-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-043-000 | 315.00 | 1,260.00 | 51.86 |
| 503-075-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-045-000 | 355.00 | 1,429.00 | 51.86 |
| 503-075-046-000 | 703.00 | 2,123.00 | 51.86 |
| 503-075-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-048-000 | 429.00 | 1,727.00 | 51.86 |
| 503-075-050-000 | 583.00 | 1,761.00 | 51.86 |
| 503-075-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-075-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-002-000 | 574.00 | 1,729.00 | 51.86 |
| 503-076-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-013-000 | 703.00 | 2,123.00 | 51.86 |
| 503-076-014-000 | 369.00 | 1,485.00 | 51.86 |
| 503-076-015-000 | 362.00 | 1,457.00 | 51.86 |
| 503-076-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-018-000 | 898.00 | 2,708.00 | 51.86 |
| 503-076-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-027-000 | 429.00 | 1,727.00 | 51.86 |
| 503-076-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-029-000 | 315.00 | 1,260.00 | 51.86 |
| 503-076-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-035-000 | 429.00 | 1,727.00 | 51.86 |
| 503-076-036-000 | 429.00 | 1,727.00 | 51.86 |
| 503-076-037-000 | 703.00 | 2,123.00 | 51.86 |
| 503-076-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-040-000 | 306.00 | 1,224.00 | 51.86 |
| 503-076-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-042-000 | 583.00 | 1,761.00 | 51.86 |
| 503-076-043-000 | 200.00 | 1,800.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-076-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-045-000 | 315.00 | 1,260.00 | 51.86 |
| 503-076-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-076-052-000 | 369.00 | 1,485.00 | 51.86 |
| 503-077-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-003-000 | 703.00 | 2,123.00 | 51.86 |
| 503-077-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-008-000 | 315.00 | 1,260.00 | 51.86 |
| 503-077-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-011-000 | 200.00 | 1,800.00 | 51.86 |
| 503-077-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-016-000 | 703.00 | 2,123.00 | 51.86 |
| 503-077-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-025-000 | 429.00 | 1,727.00 | 51.86 |
| 503-077-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-029-000 | 369.00 | 1,485.00 | 51.86 |
| 503-077-030-000 | 369.00 | 1,485.00 | 51.86 |
| 503-077-031-000 | 376.00 | 1,514.00 | 51.86 |
| 503-077-032-000 | 376.00 | 1,514.00 | 51.86 |
| 503-077-033-000 | 376.00 | 1,514.00 | 51.86 |
| 503-077-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-035-000 | 583.00 | 1,761.00 | 51.86 |
| 503-077-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-041-000 | 315.00 | 1,260.00 | 51.86 |
| 503-077-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-046-000 | 376.00 | 1,514.00 | 51.86 |
| 503-077-047-000 | 898.00 | 2,708.00 | 51.86 |
| 503-077-048-000 | 898.00 | 2,708.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-077-050-000 | 315.00 | 1,260.00 | 51.86 |
| 503-077-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-077-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-001-000 | 315.00 | 1,260.00 | 51.86 |
| 503-078-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-003-000 | 898.00 | 2,708.00 | 51.86 |
| 503-078-004-000 | 898.00 | 2,708.00 | 51.86 |
| 503-078-005-000 | 200.00 | 1,800.00 | 51.86 |
| 503-078-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-011-000 | 355.00 | 1,429.00 | 51.86 |
| 503-078-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-016-000 | 583.00 | 1,761.00 | 51.86 |
| 503-078-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-024-000 | 703.00 | 2,123.00 | 51.86 |
| 503-078-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-026-000 | 369.00 | 1,485.00 | 51.86 |
| 503-078-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-029-000 | 583.00 | 1,761.00 | 51.86 |
| 503-078-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-031-000 | 369.00 | 1,485.00 | 51.86 |
| 503-078-032-000 | 312.00 | 1,248.00 | 51.86 |
| 503-078-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-034-000 | 583.00 | 1,761.00 | 51.86 |
| 503-078-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-040-000 | 452.00 | 1,816.00 | 51.86 |
| 503-078-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-043-000 | 369.00 | 1,485.00 | 51.86 |
| 503-078-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-050-000 | 703.00 | 2,123.00 | 51.86 |
| 503-078-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-078-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-079-001-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-001-520 | 222.00 | 890.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-079-002-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-002-520 | 204.00 | 816.00 | 25.92 |
| 503-079-003-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-003-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-004-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-004-520 | 606.00 | 1,840.00 | 25.92 |
| 503-079-005-510 | 222.00 | 890.00 | 25.92 |
| 503-079-005-520 | 210.00 | 840.00 | 25.92 |
| 503-079-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-006-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-007-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-007-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-008-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-008-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-009-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-010-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-010-520 | 606.00 | 1,840.00 | 25.92 |
| 503-079-011-510 | 204.00 | 816.00 | 25.92 |
| 503-079-011-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-012-510 | 208.00 | 832.00 | 25.92 |
| 503-079-012-520 | 222.00 | 890.00 | 25.92 |
| 503-079-013-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-014-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-014-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-015-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-016-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-016-520 | 348.00 | 1,054.00 | 25.92 |
| 503-079-017-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-017-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-018-510 | 437.00 | 1,326.00 | 25.92 |
| 503-079-018-520 | 208.00 | 832.00 | 25.92 |
| 503-079-019-510 | 210.00 | 840.00 | 25.92 |
| 503-079-019-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-020-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-020-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-021-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-022-510 | 450.00 | 1,350.00 | 25.92 |
| 503-079-022-520 | 273.00 | 1,104.00 | 25.92 |
| 503-079-023-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-023-520 | 204.00 | 816.00 | 25.92 |
| 503-079-024-510 | 606.00 | 1,840.00 | 25.92 |
| 503-079-024-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-025-510 | 606.00 | 1,840.00 | 25.92 |
| 503-079-025-520 | 450.00 | 1,350.00 | 25.92 |
| 503-079-026-510 | 100.00 | 900.00 | 25.92 |
| 503-079-026-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-027-510 | 204.00 | 816.00 | 25.92 |
| 503-079-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-028-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-028-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-029-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-029-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-079-030-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-030-520 | 208.00 | 832.00 | 25.92 |
| 503-079-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-032-510 | 100.00 | 900.00 | 25.92 |
| 503-079-032-520 | 222.00 | 890.00 | 25.92 |
| 503-079-033-510 | 222.00 | 890.00 | 25.92 |
| 503-079-033-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-034-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-034-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-035-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-035-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-036-510 | 222.00 | 890.00 | 25.92 |
| 503-079-036-520 | 100.00 | 900.00 | 25.92 |
| 503-079-037-510 | 606.00 | 1,840.00 | 25.92 |
| 503-079-037-520 | 606.00 | 1,840.00 | 25.92 |
| 503-079-038-510 | 214.00 | 856.00 | 25.92 |
| 503-079-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-039-510 | 218.00 | 873.00 | 25.92 |
| 503-079-039-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-040-510 | 606.00 | 1,840.00 | 25.92 |
| 503-079-040-520 | 606.00 | 1,840.00 | 25.92 |
| 503-079-041-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-041-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-042-510 | 606.00 | 1,840.00 | 25.92 |
| 503-079-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-043-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-043-520 | 210.00 | 840.00 | 25.92 |
| 503-079-044-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-044-520 | 476.00 | 1,442.00 | 25.92 |
| 503-079-045-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-045-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-046-510 | 606.00 | 1,840.00 | 25.92 |
| 503-079-046-520 | 606.00 | 1,840.00 | 25.92 |
| 503-079-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-048-510 | 214.00 | 856.00 | 25.92 |
| 503-079-048-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-079-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-079-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-079-052-000 | 312.00 | 1,248.00 | 51.86 |
| 503-080-001-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-001-520 | 450.00 | 1,350.00 | 25.92 |
| 503-080-002-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-002-520 | 348.00 | 1,054.00 | 25.92 |
| 503-080-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-080-004-510 | 348.00 | 1,054.00 | 25.92 |
| 503-080-004-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-005-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-005-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-006-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-006-520 | 100.00 | 900.00 | 25.92 |
| 503-080-007-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-007-520 | 606.00 | 1,840.00 | 25.92 |
| 503-080-008-510 | 606.00 | 1,840.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-080-008-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-009-510 | 222.00 | 890.00 | 25.92 |
| 503-080-009-520 | 606.00 | 1,840.00 | 25.92 |
| 503-080-010-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-010-520 | 476.00 | 1,442.00 | 25.92 |
| 503-080-011-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-011-520 | 476.00 | 1,442.00 | 25.92 |
| 503-080-012-510 | 222.00 | 890.00 | 25.92 |
| 503-080-012-520 | 226.00 | 906.00 | 25.92 |
| 503-080-013-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-080-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-015-520 | 437.00 | 1,326.00 | 25.92 |
| 503-080-016-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-016-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-017-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-017-520 | 222.00 | 890.00 | 25.92 |
| 503-080-018-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-019-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-019-520 | 218.00 | 873.00 | 25.92 |
| 503-080-020-510 | 218.00 | 873.00 | 25.92 |
| 503-080-020-520 | 204.00 | 816.00 | 25.92 |
| 503-080-021-510 | 437.00 | 1,326.00 | 25.92 |
| 503-080-021-520 | 348.00 | 1,054.00 | 25.92 |
| 503-080-022-510 | 437.00 | 1,326.00 | 25.92 |
| 503-080-022-520 | 450.00 | 1,350.00 | 25.92 |
| 503-080-023-510 | 218.00 | 873.00 | 25.92 |
| 503-080-023-520 | 450.00 | 1,350.00 | 25.92 |
| 503-080-024-510 | 226.00 | 906.00 | 25.92 |
| 503-080-024-520 | 476.00 | 1,442.00 | 25.92 |
| 503-080-025-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-025-520 | 273.00 | 1,104.00 | 25.92 |
| 503-080-026-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-026-520 | 606.00 | 1,840.00 | 25.92 |
| 503-080-027-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-028-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-028-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-029-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-029-520 | 606.00 | 1,840.00 | 25.92 |
| 503-080-030-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-030-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-032-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-032-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-033-510 | 476.00 | 1,442.00 | 25.92 |
| 503-080-033-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-034-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-034-520 | 210.00 | 840.00 | 25.92 |
| 503-080-035-000 | 369.00 | 1,485.00 | 51.86 |
| 503-080-036-510 | 218.00 | 873.00 | 25.92 |
| 503-080-036-520 | 606.00 | 1,840.00 | 25.92 |
| 503-080-037-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-080-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-038-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-080-040-000 | 583.00 | 1,761.00 | 51.86 |
| 503-080-041-510 | 606.00 | 1,840.00 | 25.92 |
| 503-080-041-520 | 606.00 | 1,840.00 | 25.92 |
| 503-080-042-510 | 222.00 | 890.00 | 25.92 |
| 503-080-042-520 | 450.00 | 1,350.00 | 25.92 |
| 503-080-043-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-043-520 | 273.00 | 1,104.00 | 25.92 |
| 503-080-044-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-044-520 | 226.00 | 906.00 | 25.92 |
| 503-080-045-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-045-520 | 218.00 | 873.00 | 25.92 |
| 503-080-046-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-046-520 | 210.00 | 840.00 | 25.92 |
| 503-080-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-047-520 | 348.00 | 1,054.00 | 25.92 |
| 503-080-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-048-520 | 606.00 | 1,840.00 | 25.92 |
| 503-080-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-080-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-080-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-080-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-011-000 | 898.00 | 2,708.00 | 51.86 |
| 503-081-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-020-000 | 315.00 | 1,260.00 | 51.86 |
| 503-081-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-023-000 | 459.00 | 1,845.00 | 51.86 |
| 503-081-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-030-000 | 369.00 | 1,485.00 | 51.86 |
| 503-081-031-000 | 583.00 | 1,761.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-081-032-000 | 583.00 | 1,761.00 | 51.86 |
| 503-081-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-034-000 | 703.00 | 2,123.00 | 51.86 |
| 503-081-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-039-000 | 583.00 | 1,761.00 | 51.86 |
| 503-081-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-041-000 | 376.00 | 1,514.00 | 51.86 |
| 503-081-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-043-000 | 703.00 | 2,123.00 | 51.86 |
| 503-081-044-000 | 703.00 | 2,123.00 | 51.86 |
| 503-081-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-048-000 | 369.00 | 1,485.00 | 51.86 |
| 503-081-050-000 | 459.00 | 1,845.00 | 51.86 |
| 503-081-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-081-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-001-000 | 369.00 | 1,485.00 | 51.86 |
| 503-082-002-000 | 376.00 | 1,514.00 | 51.86 |
| 503-082-003-000 | 362.00 | 1,457.00 | 51.86 |
| 503-082-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-006-000 | 459.00 | 1,845.00 | 51.86 |
| 503-082-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-015-000 | 898.00 | 2,708.00 | 51.86 |
| 503-082-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-018-000 | 315.00 | 1,260.00 | 51.86 |
| 503-082-019-000 | 315.00 | 1,260.00 | 51.86 |
| 503-082-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-021-000 | 312.00 | 1,248.00 | 51.86 |
| 503-082-022-000 | 429.00 | 1,727.00 | 51.86 |
| 503-082-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-025-000 | 429.00 | 1,727.00 | 51.86 |
| 503-082-026-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-026-520 | 222.00 | 890.00 | 25.92 |
| 503-082-027-510 | 204.00 | 816.00 | 25.92 |
| 503-082-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-028-510 | 606.00 | 1,840.00 | 25.92 |
| 503-082-028-520 | 606.00 | 1,840.00 | 25.92 |
| 503-082-029-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-029-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-030-510 | 450.00 | 1,350.00 | 25.92 |
| 503-082-030-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-031-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-082-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-032-510 | 210.00 | 840.00 | 25.92 |
| 503-082-032-520 | 222.00 | 890.00 | 25.92 |
| 503-082-033-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-033-520 | 348.00 | 1,054.00 | 25.92 |
| 503-082-034-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-034-520 | 222.00 | 890.00 | 25.92 |
| 503-082-035-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-035-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-036-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-036-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-037-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-038-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-039-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-039-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-040-510 | 100.00 | 900.00 | 25.92 |
| 503-082-040-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-041-510 | 348.00 | 1,054.00 | 25.92 |
| 503-082-041-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-042-510 | 348.00 | 1,054.00 | 25.92 |
| 503-082-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-043-510 | 210.00 | 840.00 | 25.92 |
| 503-082-043-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-044-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-044-520 | 226.00 | 906.00 | 25.92 |
| 503-082-045-510 | 222.00 | 890.00 | 25.92 |
| 503-082-045-520 | 450.00 | 1,350.00 | 25.92 |
| 503-082-046-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-046-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-048-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-049-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-082-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-082-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-082-052-000 | 362.00 | 1,457.00 | 51.86 |
| 503-083-001-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-001-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-002-510 | 210.00 | 840.00 | 25.92 |
| 503-083-002-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-003-510 | 222.00 | 890.00 | 25.92 |
| 503-083-003-520 | 476.00 | 1,442.00 | 25.92 |
| 503-083-004-510 | 476.00 | 1,442.00 | 25.92 |
| 503-083-004-520 | 437.00 | 1,326.00 | 25.92 |
| 503-083-005-510 | 222.00 | 890.00 | 25.92 |
| 503-083-005-520 | 606.00 | 1,840.00 | 25.92 |
| 503-083-006-000 | 583.00 | 1,761.00 | 51.86 |
| 503-083-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-008-000 | 376.00 | 1,514.00 | 51.86 |
| 503-083-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-010-510 | 476.00 | 1,442.00 | 25.92 |
| 503-083-010-520 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-083-011-510 | 348.00 | 1,054.00 | 25.92 |
| 503-083-011-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-012-510 | 476.00 | 1,442.00 | 25.92 |
| 503-083-012-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-013-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-014-000 | 375.00 | 1,125.00 | 25.92 |
| 503-083-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-018-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-018-520 | 348.00 | 1,054.00 | 25.92 |
| 503-083-019-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-019-520 | 273.00 | 1,104.00 | 25.92 |
| 503-083-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-023-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-023-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-025-000 | 429.00 | 1,727.00 | 51.86 |
| 503-083-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-030-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-030-520 | 214.00 | 856.00 | 25.92 |
| 503-083-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-032-000 | 369.00 | 1,485.00 | 51.86 |
| 503-083-033-510 | 222.00 | 890.00 | 25.92 |
| 503-083-033-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-038-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-039-510 | 606.00 | 1,840.00 | 25.92 |
| 503-083-039-520 | 375.00 | 1,125.00 | 25.92 |
| 503-083-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-046-000 | 312.00 | 1,248.00 | 51.86 |
| 503-083-047-000 | 312.00 | 1,248.00 | 51.86 |
| 503-083-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-083-048-520 | 606.00 | 1,840.00 | 25.92 |
| 503-083-050-510 | 450.00 | 1,350.00 | 25.92 |
| 503-083-050-520 | 222.00 | 890.00 | 25.92 |
| 503-083-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-083-052-000 | 200.00 | 1,800.00 | 51.86 |
| 503-084-001-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-001-520 | 375.00 | 1,125.00 | 25.92 |
| 503-084-002-510 | 606.00 | 1,840.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-084-002-520 | 375.00 | 1,125.00 | 25.92 |
| 503-084-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-006-520 | 214.00 | 856.00 | 25.92 |
| 503-084-007-000 | 315.00 | 1,260.00 | 51.86 |
| 503-084-008-510 | 273.00 | 1,104.00 | 25.92 |
| 503-084-008-520 | 375.00 | 1,125.00 | 25.92 |
| 503-084-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-011-000 | 429.00 | 1,727.00 | 51.86 |
| 503-084-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-016-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-016-520 | 437.00 | 1,326.00 | 25.92 |
| 503-084-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-018-000 | 898.00 | 2,708.00 | 51.86 |
| 503-084-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-020-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-020-520 | 450.00 | 1,350.00 | 25.92 |
| 503-084-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-022-000 | 376.00 | 1,514.00 | 51.86 |
| 503-084-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-025-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-025-520 | 218.00 | 873.00 | 25.92 |
| 503-084-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-027-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-084-028-000 | 355.00 | 1,429.00 | 51.86 |
| 503-084-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-030-000 | 369.00 | 1,485.00 | 51.86 |
| 503-084-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-031-520 | 208.00 | 832.00 | 25.92 |
| 503-084-032-000 | 898.00 | 2,708.00 | 51.86 |
| 503-084-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-034-510 | 222.00 | 890.00 | 25.92 |
| 503-084-034-520 | 222.00 | 890.00 | 25.92 |
| 503-084-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-038-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-084-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-044-510 | 375.00 | 1,125.00 | 25.92 |
| 503-084-044-520 | 210.00 | 840.00 | 25.92 |
| 503-084-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-047-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-084-048-000 | 315.00 | 1,260.00 | 51.86 |
| 503-084-050-510 | 450.00 | 1,350.00 | 25.92 |
| 503-084-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-084-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-084-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-001-000 | 369.00 | 1,485.00 | 51.86 |
| 503-085-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-003-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-003-520 | 476.00 | 1,442.00 | 25.92 |
| 503-085-004-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-004-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-005-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-005-520 | 437.00 | 1,326.00 | 25.92 |
| 503-085-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-007-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-007-520 | 437.00 | 1,326.00 | 25.92 |
| 503-085-008-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-008-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-009-510 | 436.00 | 1,319.00 | 25.92 |
| 503-085-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-010-000 | 376.00 | 1,514.00 | 51.86 |
| 503-085-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-012-000 | 429.00 | 1,727.00 | 51.86 |
| 503-085-013-510 | 606.00 | 1,840.00 | 25.92 |
| 503-085-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-014-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-014-520 | 214.00 | 856.00 | 25.92 |
| 503-085-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-015-520 | 300.00 | 900.00 | 25.92 |
| 503-085-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-017-510 | 450.00 | 1,350.00 | 25.92 |
| 503-085-017-520 | 606.00 | 1,840.00 | 25.92 |
| 503-085-018-000 | 583.00 | 1,761.00 | 51.86 |
| 503-085-019-000 | 898.00 | 2,708.00 | 51.86 |
| 503-085-020-000 | 369.00 | 1,485.00 | 51.86 |
| 503-085-021-510 | 226.00 | 906.00 | 25.92 |
| 503-085-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-022-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-022-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-023-510 | 100.00 | 900.00 | 25.92 |
| 503-085-023-520 | 606.00 | 1,840.00 | 25.92 |
| 503-085-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-025-510 | 476.00 | 1,442.00 | 25.92 |
| 503-085-025-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-029-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-029-520 | 606.00 | 1,840.00 | 25.92 |
| 503-085-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-036-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-036-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-085-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-038-000 | 703.00 | 2,123.00 | 51.86 |
| 503-085-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-041-510 | 208.00 | 832.00 | 25.92 |
| 503-085-041-520 | 218.00 | 873.00 | 25.92 |
| 503-085-042-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-043-000 | 703.00 | 2,123.00 | 51.86 |
| 503-085-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-085-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-047-520 | 437.00 | 1,326.00 | 25.92 |
| 503-085-048-000 | 703.00 | 2,123.00 | 51.86 |
| 503-085-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-085-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-085-051-000 | 315.00 | 1,260.00 | 51.86 |
| 503-085-052-000 | 376.00 | 1,514.00 | 51.86 |
| 503-086-001-510 | 348.00 | 1,054.00 | 25.92 |
| 503-086-001-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-003-000 | 898.00 | 2,708.00 | 51.86 |
| 503-086-004-510 | 222.00 | 890.00 | 25.92 |
| 503-086-004-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-006-000 | 703.00 | 2,123.00 | 51.86 |
| 503-086-007-000 | 703.00 | 2,123.00 | 51.86 |
| 503-086-008-510 | 375.00 | 1,125.00 | 25.92 |
| 503-086-008-520 | 450.00 | 1,350.00 | 25.92 |
| 503-086-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-011-000 | 429.00 | 1,727.00 | 51.86 |
| 503-086-012-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-013-510 | 273.00 | 1,104.00 | 25.92 |
| 503-086-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-014-000 | 315.00 | 1,260.00 | 51.86 |
| 503-086-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-086-015-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-016-510 | 210.00 | 840.00 | 25.92 |
| 503-086-016-520 | 348.00 | 1,054.00 | 25.92 |
| 503-086-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-018-510 | 476.00 | 1,442.00 | 25.92 |
| 503-086-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-019-510 | 375.00 | 1,125.00 | 25.92 |
| 503-086-019-520 | 606.00 | 1,840.00 | 25.92 |
| 503-086-020-510 | 273.00 | 1,104.00 | 25.92 |
| 503-086-020-520 | 210.00 | 840.00 | 25.92 |
| 503-086-021-510 | 606.00 | 1,840.00 | 25.92 |
| 503-086-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-022-510 | 273.00 | 1,104.00 | 25.92 |
| 503-086-022-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-024-510 | 375.00 | 1,125.00 | 25.92 |
| 503-086-024-520 | 100.00 | 900.00 | 25.92 |
| 503-086-025-510 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-086-025-520 | 222.00 | 890.00 | 25.92 |
| 503-086-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-027-510 | 218.00 | 873.00 | 25.92 |
| 503-086-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-030-000 | 315.00 | 1,260.00 | 51.86 |
| 503-086-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-034-510 | 437.00 | 1,326.00 | 25.92 |
| 503-086-034-520 | 437.00 | 1,326.00 | 25.92 |
| 503-086-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-038-000 | 369.00 | 1,485.00 | 51.86 |
| 503-086-039-510 | 375.00 | 1,125.00 | 25.92 |
| 503-086-039-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-040-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-042-510 | 375.00 | 1,125.00 | 25.92 |
| 503-086-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-086-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-044-510 | 273.00 | 1,104.00 | 25.92 |
| 503-086-044-520 | 606.00 | 1,840.00 | 25.92 |
| 503-086-045-000 | 306.00 | 1,224.00 | 51.86 |
| 503-086-046-510 | 375.00 | 1,125.00 | 25.92 |
| 503-086-046-520 | 348.00 | 1,054.00 | 25.92 |
| 503-086-047-000 | 369.00 | 1,485.00 | 51.86 |
| 503-086-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-050-510 | 214.00 | 856.00 | 25.92 |
| 503-086-050-520 | 222.00 | 890.00 | 25.92 |
| 503-086-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-086-052-000 | 703.00 | 2,123.00 | 51.86 |
| 503-087-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-003-000 | 459.00 | 1,845.00 | 51.86 |
| 503-087-004-510 | 214.00 | 856.00 | 25.92 |
| 503-087-004-520 | 375.00 | 1,125.00 | 25.92 |
| 503-087-005-000 | 459.00 | 1,845.00 | 51.86 |
| 503-087-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-009-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-087-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-012-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-012-520 | 375.00 | 1,125.00 | 25.92 |
| 503-087-013-000 | 583.00 | 1,761.00 | 51.86 |
| 503-087-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-017-000 | 306.00 | 1,224.00 | 51.86 |
| 503-087-018-000 | 315.00 | 1,260.00 | 51.86 |
| 503-087-019-510 | 226.00 | 906.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-087-019-520 | 210.00 | 840.00 | 25.92 |
| 503-087-020-000 | 376.00 | 1,514.00 | 51.86 |
| 503-087-021-000 | 315.00 | 1,260.00 | 51.86 |
| 503-087-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-023-510 | 348.00 | 1,054.00 | 25.92 |
| 503-087-023-520 | 476.00 | 1,442.00 | 25.92 |
| 503-087-024-000 | 376.00 | 1,514.00 | 51.86 |
| 503-087-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-027-000 | 703.00 | 2,123.00 | 51.86 |
| 503-087-028-000 | 200.00 | 1,800.00 | 51.86 |
| 503-087-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-031-000 | 376.00 | 1,514.00 | 51.86 |
| 503-087-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-034-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-034-520 | 450.00 | 1,350.00 | 25.92 |
| 503-087-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-036-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-036-520 | 375.00 | 1,125.00 | 25.92 |
| 503-087-037-510 | 606.00 | 1,840.00 | 25.92 |
| 503-087-037-520 | 606.00 | 1,840.00 | 25.92 |
| 503-087-038-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-038-520 | 100.00 | 900.00 | 25.92 |
| 503-087-039-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-039-520 | 606.00 | 1,840.00 | 25.92 |
| 503-087-040-510 | 606.00 | 1,840.00 | 25.92 |
| 503-087-040-520 | 450.00 | 1,350.00 | 25.92 |
| 503-087-041-510 | 437.00 | 1,326.00 | 25.92 |
| 503-087-041-520 | 222.00 | 890.00 | 25.92 |
| 503-087-042-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-042-520 | 606.00 | 1,840.00 | 25.92 |
| 503-087-043-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-043-520 | 450.00 | 1,350.00 | 25.92 |
| 503-087-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-045-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-045-520 | 375.00 | 1,125.00 | 25.92 |
| 503-087-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-087-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-087-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-087-050-520 | 214.00 | 856.00 | 25.92 |
| 503-087-051-000 | 583.00 | 1,761.00 | 51.86 |
| 503-087-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-001-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-001-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-003-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-003-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-005-000 | 376.00 | 1,514.00 | 51.86 |
| 503-088-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-006-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-007-510 | 218.00 | 873.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-088-007-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-009-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-010-510 | 606.00 | 1,840.00 | 25.92 |
| 503-088-010-520 | 100.00 | 900.00 | 25.92 |
| 503-088-011-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-011-520 | 606.00 | 1,840.00 | 25.92 |
| 503-088-012-000 | 362.00 | 1,457.00 | 51.86 |
| 503-088-013-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-014-510 | 348.00 | 1,054.00 | 25.92 |
| 503-088-014-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-016-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-018-510 | 606.00 | 1,840.00 | 25.92 |
| 503-088-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-019-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-019-520 | 348.00 | 1,054.00 | 25.92 |
| 503-088-020-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-020-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-021-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-023-000 | 583.00 | 1,761.00 | 51.86 |
| 503-088-024-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-026-510 | 226.00 | 906.00 | 25.92 |
| 503-088-026-520 | 273.00 | 1,104.00 | 25.92 |
| 503-088-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-029-000 | 376.00 | 1,514.00 | 51.86 |
| 503-088-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-032-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-032-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-037-000 | 898.00 | 2,708.00 | 51.86 |
| 503-088-038-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-039-000 | 898.00 | 2,708.00 | 51.86 |
| 503-088-040-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-040-520 | 375.00 | 1,125.00 | 25.92 |
| 503-088-041-510 | 218.00 | 873.00 | 25.92 |
| 503-088-041-520 | 348.00 | 1,054.00 | 25.92 |
| 503-088-042-000 | 315.00 | 1,260.00 | 51.86 |
| 503-088-043-510 | 218.00 | 873.00 | 25.92 |
| 503-088-043-520 | 476.00 | 1,442.00 | 25.92 |
| 503-088-044-000 | 315.00 | 1,260.00 | 51.86 |
| 503-088-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-046-000 | 898.00 | 2,708.00 | 51.86 |
| 503-088-047-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-088-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-088-048-520 | 210.00 | 840.00 | 25.92 |
| 503-088-050-000 | 583.00 | 1,761.00 | 51.86 |
| 503-088-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-088-052-000 | 315.00 | 1,260.00 | 51.86 |
| 503-089-001-000 | 703.00 | 2,123.00 | 51.86 |
| 503-089-002-000 | 362.00 | 1,457.00 | 51.86 |
| 503-089-003-000 | 583.00 | 1,761.00 | 51.86 |
| 503-089-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-007-000 | 583.00 | 1,761.00 | 51.86 |
| 503-089-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-009-000 | 315.00 | 1,260.00 | 51.86 |
| 503-089-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-011-000 | 315.00 | 1,260.00 | 51.86 |
| 503-089-012-510 | 375.00 | 1,125.00 | 25.92 |
| 503-089-012-520 | 375.00 | 1,125.00 | 25.92 |
| 503-089-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-014-000 | 369.00 | 1,485.00 | 51.86 |
| 503-089-015-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-016-000 | 459.00 | 1,845.00 | 51.86 |
| 503-089-017-000 | 362.00 | 1,457.00 | 51.86 |
| 503-089-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-024-000 | 369.00 | 1,485.00 | 51.86 |
| 503-089-025-000 | 306.00 | 1,224.00 | 51.86 |
| 503-089-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-027-000 | 376.00 | 1,514.00 | 51.86 |
| 503-089-028-510 | 476.00 | 1,442.00 | 25.92 |
| 503-089-028-520 | 222.00 | 890.00 | 25.92 |
| 503-089-029-000 | 306.00 | 1,224.00 | 51.86 |
| 503-089-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-035-510 | 375.00 | 1,125.00 | 25.92 |
| 503-089-035-520 | 476.00 | 1,442.00 | 25.92 |
| 503-089-036-510 | 375.00 | 1,125.00 | 25.92 |
| 503-089-036-520 | 375.00 | 1,125.00 | 25.92 |
| 503-089-037-510 | 375.00 | 1,125.00 | 25.92 |
| 503-089-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-089-038-510 | 375.00 | 1,125.00 | 25.92 |
| 503-089-038-520 | 606.00 | 1,840.00 | 25.92 |
| 503-089-039-000 | 369.00 | 1,485.00 | 51.86 |
| 503-089-040-000 | 376.00 | 1,514.00 | 51.86 |
| 503-089-041-510 | 375.00 | 1,125.00 | 25.92 |
| 503-089-041-520 | 375.00 | 1,125.00 | 25.92 |
| 503-089-042-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-044-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-089-045-510 | 210.00 | 840.00 | 25.92 |
| 503-089-045-520 | 606.00 | 1,840.00 | 25.92 |
| 503-089-046-510 | 450.00 | 1,350.00 | 25.92 |
| 503-089-046-520 | 375.00 | 1,125.00 | 25.92 |
| 503-089-047-000 | 315.00 | 1,260.00 | 51.86 |
| 503-089-048-510 | 218.00 | 873.00 | 25.92 |
| 503-089-048-520 | 375.00 | 1,125.00 | 25.92 |
| 503-089-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-089-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-089-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-089-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-002-000 | 459.00 | 1,845.00 | 51.86 |
| 503-090-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-004-510 | 375.00 | 1,125.00 | 25.92 |
| 503-090-004-520 | 100.00 | 900.00 | 25.92 |
| 503-090-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-006-000 | 369.00 | 1,485.00 | 51.86 |
| 503-090-007-510 | 476.00 | 1,442.00 | 25.92 |
| 503-090-007-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-008-510 | 375.00 | 1,125.00 | 25.92 |
| 503-090-008-520 | 210.00 | 840.00 | 25.92 |
| 503-090-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-012-000 | 369.00 | 1,485.00 | 51.86 |
| 503-090-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-014-510 | 226.00 | 906.00 | 25.92 |
| 503-090-014-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-015-000 | 362.00 | 1,457.00 | 51.86 |
| 503-090-016-000 | 459.00 | 1,845.00 | 51.86 |
| 503-090-017-000 | 315.00 | 1,260.00 | 51.86 |
| 503-090-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-019-000 | 459.00 | 1,845.00 | 51.86 |
| 503-090-020-510 | 606.00 | 1,840.00 | 25.92 |
| 503-090-020-520 | 222.00 | 890.00 | 25.92 |
| 503-090-021-510 | 476.00 | 1,442.00 | 25.92 |
| 503-090-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-022-000 | 429.00 | 1,727.00 | 51.86 |
| 503-090-023-000 | 703.00 | 2,123.00 | 51.86 |
| 503-090-024-000 | 583.00 | 1,761.00 | 51.86 |
| 503-090-025-510 | 375.00 | 1,125.00 | 25.92 |
| 503-090-025-520 | 606.00 | 1,840.00 | 25.92 |
| 503-090-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-028-510 | 273.00 | 1,104.00 | 25.92 |
| 503-090-028-520 | 222.00 | 890.00 | 25.92 |
| 503-090-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-031-510 | 222.00 | 890.00 | 25.92 |
| 503-090-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-034-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-036-000 | 369.00 | 1,485.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-090-037-510 | 375.00 | 1,125.00 | 25.92 |
| 503-090-037-520 | 273.00 | 1,104.00 | 25.92 |
| 503-090-038-000 | 643.00 | 1,940.00 | 51.86 |
| 503-090-039-000 | 315.00 | 1,260.00 | 51.86 |
| 503-090-040-510 | 375.00 | 1,125.00 | 25.92 |
| 503-090-040-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-041-000 | 898.00 | 2,708.00 | 51.86 |
| 503-090-042-510 | 606.00 | 1,840.00 | 25.92 |
| 503-090-043-510 | 375.00 | 1,125.00 | 25.92 |
| 503-090-043-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-044-510 | 348.00 | 1,054.00 | 25.92 |
| 503-090-044-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-045-510 | 450.00 | 1,350.00 | 25.92 |
| 503-090-045-520 | 375.00 | 1,125.00 | 25.92 |
| 503-090-046-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-048-510 | 606.00 | 1,840.00 | 25.92 |
| 503-090-048-520 | 450.00 | 1,350.00 | 25.92 |
| 503-090-050-510 | 606.00 | 1,840.00 | 25.92 |
| 503-090-050-520 | 606.00 | 1,840.00 | 25.92 |
| 503-090-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-090-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-001-510 | 606.00 | 1,840.00 | 25.92 |
| 503-091-001-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-003-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-003-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-004-000 | 376.00 | 1,514.00 | 51.86 |
| 503-091-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-006-520 | 200.00 | 800.00 | 25.92 |
| 503-091-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-008-000 | 362.00 | 1,457.00 | 51.86 |
| 503-091-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-010-510 | 606.00 | 1,840.00 | 25.92 |
| 503-091-010-520 | 218.00 | 873.00 | 25.92 |
| 503-091-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-012-510 | 214.00 | 856.00 | 25.92 |
| 503-091-012-520 | 450.00 | 1,350.00 | 25.92 |
| 503-091-013-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-013-520 | 606.00 | 1,840.00 | 25.92 |
| 503-091-014-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-014-520 | 437.00 | 1,326.00 | 25.92 |
| 503-091-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-015-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-016-510 | 606.00 | 1,840.00 | 25.92 |
| 503-091-016-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-017-000 | 583.00 | 1,761.00 | 51.86 |
| 503-091-018-000 | 315.00 | 1,260.00 | 51.86 |
| 503-091-019-000 | 898.00 | 2,708.00 | 51.86 |
| 503-091-020-000 | 898.00 | 2,708.00 | 51.86 |
| 503-091-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-022-510 | 476.00 | 1,442.00 | 25.92 |
| 503-091-022-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-024-000 | 550.00 | 1,650.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-091-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-026-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-026-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-028-510 | 273.00 | 1,104.00 | 25.92 |
| 503-091-028-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-029-000 | 376.00 | 1,514.00 | 51.86 |
| 503-091-030-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-030-520 | 437.00 | 1,326.00 | 25.92 |
| 503-091-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-032-510 | 476.00 | 1,442.00 | 25.92 |
| 503-091-032-520 | 450.00 | 1,350.00 | 25.92 |
| 503-091-033-000 | 898.00 | 2,708.00 | 51.86 |
| 503-091-034-000 | 362.00 | 1,457.00 | 51.86 |
| 503-091-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-036-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-036-520 | 204.00 | 816.00 | 25.92 |
| 503-091-037-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-037-520 | 606.00 | 1,840.00 | 25.92 |
| 503-091-038-510 | 273.00 | 1,104.00 | 25.92 |
| 503-091-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-040-510 | 222.00 | 890.00 | 25.92 |
| 503-091-040-520 | 476.00 | 1,442.00 | 25.92 |
| 503-091-041-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-042-510 | 606.00 | 1,840.00 | 25.92 |
| 503-091-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-043-000 | 200.00 | 1,800.00 | 51.86 |
| 503-091-044-510 | 222.00 | 890.00 | 25.92 |
| 503-091-044-520 | 436.00 | 1,319.00 | 25.92 |
| 503-091-045-510 | 606.00 | 1,840.00 | 25.92 |
| 503-091-045-520 | 222.00 | 890.00 | 25.92 |
| 503-091-046-000 | 703.00 | 2,123.00 | 51.86 |
| 503-091-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-091-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-091-048-520 | 226.00 | 906.00 | 25.92 |
| 503-091-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-091-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-001-510 | 606.00 | 1,840.00 | 25.92 |
| 503-092-001-520 | 606.00 | 1,840.00 | 25.92 |
| 503-092-002-510 | 100.00 | 900.00 | 25.92 |
| 503-092-002-520 | 222.00 | 890.00 | 25.92 |
| 503-092-003-510 | 476.00 | 1,442.00 | 25.92 |
| 503-092-003-520 | 450.00 | 1,350.00 | 25.92 |
| 503-092-004-510 | 218.00 | 873.00 | 25.92 |
| 503-092-004-520 | 476.00 | 1,442.00 | 25.92 |
| 503-092-005-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-005-520 | 210.00 | 840.00 | 25.92 |
| 503-092-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-006-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-007-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-007-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-008-510 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-092-008-520 | 222.00 | 890.00 | 25.92 |
| 503-092-009-510 | 222.00 | 890.00 | 25.92 |
| 503-092-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-010-510 | 606.00 | 1,840.00 | 25.92 |
| 503-092-010-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-011-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-011-520 | 437.00 | 1,326.00 | 25.92 |
| 503-092-012-510 | 214.00 | 856.00 | 25.92 |
| 503-092-012-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-013-510 | 348.00 | 1,054.00 | 25.92 |
| 503-092-013-520 | 218.00 | 873.00 | 25.92 |
| 503-092-014-510 | 273.00 | 1,104.00 | 25.92 |
| 503-092-014-520 | 273.00 | 1,104.00 | 25.92 |
| 503-092-015-510 | 204.00 | 816.00 | 25.92 |
| 503-092-015-520 | 210.00 | 840.00 | 25.92 |
| 503-092-016-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-016-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-017-510 | 222.00 | 890.00 | 25.92 |
| 503-092-017-520 | 218.00 | 873.00 | 25.92 |
| 503-092-018-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-018-520 | 437.00 | 1,326.00 | 25.92 |
| 503-092-019-510 | 226.00 | 906.00 | 25.92 |
| 503-092-019-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-020-510 | 214.00 | 856.00 | 25.92 |
| 503-092-020-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-021-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-022-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-022-520 | 606.00 | 1,840.00 | 25.92 |
| 503-092-023-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-024-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-024-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-025-510 | 210.00 | 840.00 | 25.92 |
| 503-092-025-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-026-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-026-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-027-510 | 100.00 | 900.00 | 25.92 |
| 503-092-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-028-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-028-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-030-510 | 476.00 | 1,442.00 | 25.92 |
| 503-092-030-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-031-000 | 315.00 | 1,260.00 | 51.86 |
| 503-092-032-000 | 306.00 | 1,224.00 | 51.86 |
| 503-092-033-000 | 369.00 | 1,485.00 | 51.86 |
| 503-092-034-000 | 376.00 | 1,514.00 | 51.86 |
| 503-092-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-036-000 | 898.00 | 2,708.00 | 51.86 |
| 503-092-037-000 | 898.00 | 2,708.00 | 51.86 |
| 503-092-038-000 | 429.00 | 1,727.00 | 51.86 |
| 503-092-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-040-000 | 898.00 | 2,708.00 | 51.86 |
| 503-092-041-000 | 200.00 | 1,800.00 | 51.86 |
| 503-092-042-510 | 222.00 | 890.00 | 25.92 |
| 503-092-042-520 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-092-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-046-000 | 429.00 | 1,727.00 | 51.86 |
| 503-092-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-048-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-050-510 | 375.00 | 1,125.00 | 25.92 |
| 503-092-050-520 | 375.00 | 1,125.00 | 25.92 |
| 503-092-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-092-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-002-000 | 429.00 | 1,727.00 | 51.86 |
| 503-093-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-004-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-008-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-011-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-011-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-012-000 | 369.00 | 1,485.00 | 51.86 |
| 503-093-013-510 | 348.00 | 1,054.00 | 25.92 |
| 503-093-013-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-015-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-015-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-016-510 | 210.00 | 840.00 | 25.92 |
| 503-093-016-520 | 210.00 | 840.00 | 25.92 |
| 503-093-017-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-017-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-018-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-019-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-019-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-020-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-021-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-021-520 | 273.00 | 1,104.00 | 25.92 |
| 503-093-022-510 | 606.00 | 1,840.00 | 25.92 |
| 503-093-022-520 | 437.00 | 1,326.00 | 25.92 |
| 503-093-023-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-023-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-024-510 | 606.00 | 1,840.00 | 25.92 |
| 503-093-024-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-025-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-026-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-027-510 | 437.00 | 1,326.00 | 25.92 |
| 503-093-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-028-000 | 898.00 | 2,708.00 | 51.86 |
| 503-093-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-030-000 | 898.00 | 2,708.00 | 51.86 |
| 503-093-031-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-032-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-032-520 | 375.00 | 1,125.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-093-033-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-033-520 | 606.00 | 1,840.00 | 25.92 |
| 503-093-034-000 | 362.00 | 1,457.00 | 51.86 |
| 503-093-035-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-035-520 | 606.00 | 1,840.00 | 25.92 |
| 503-093-036-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-036-520 | 606.00 | 1,840.00 | 25.92 |
| 503-093-037-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-038-000 | 583.00 | 1,761.00 | 51.86 |
| 503-093-039-510 | 222.00 | 890.00 | 25.92 |
| 503-093-039-520 | 210.00 | 840.00 | 25.92 |
| 503-093-040-000 | 315.00 | 1,260.00 | 51.86 |
| 503-093-041-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-041-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-042-510 | 210.00 | 840.00 | 25.92 |
| 503-093-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-043-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-043-520 | 606.00 | 1,840.00 | 25.92 |
| 503-093-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-046-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-046-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-093-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-093-048-000 | 703.00 | 2,123.00 | 51.86 |
| 503-093-050-000 | 200.00 | 1,800.00 | 51.86 |
| 503-093-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-093-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-001-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-002-510 | 437.00 | 1,326.00 | 25.92 |
| 503-094-002-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-003-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-003-520 | 208.00 | 832.00 | 25.92 |
| 503-094-004-510 | 476.00 | 1,442.00 | 25.92 |
| 503-094-004-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-005-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-005-520 | 348.00 | 1,054.00 | 25.92 |
| 503-094-006-510 | 437.00 | 1,326.00 | 25.92 |
| 503-094-006-520 | 226.00 | 906.00 | 25.92 |
| 503-094-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-008-000 | 429.00 | 1,727.00 | 51.86 |
| 503-094-009-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-010-000 | 315.00 | 1,260.00 | 51.86 |
| 503-094-011-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-012-000 | 369.00 | 1,485.00 | 51.86 |
| 503-094-013-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-014-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-015-000 | 376.00 | 1,514.00 | 51.86 |
| 503-094-016-000 | 898.00 | 2,708.00 | 51.86 |
| 503-094-017-000 | 898.00 | 2,708.00 | 51.86 |
| 503-094-018-510 | 606.00 | 1,840.00 | 25.92 |
| 503-094-018-520 | 226.00 | 906.00 | 25.92 |
| 503-094-019-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-019-520 | 476.00 | 1,442.00 | 25.92 |
| 503-094-020-510 | 450.00 | 1,350.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-094-020-520 | 348.00 | 1,054.00 | 25.92 |
| 503-094-021-510 | 606.00 | 1,840.00 | 25.92 |
| 503-094-021-520 | 450.00 | 1,350.00 | 25.92 |
| 503-094-022-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-022-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-023-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-023-520 | 476.00 | 1,442.00 | 25.92 |
| 503-094-024-510 | 476.00 | 1,442.00 | 25.92 |
| 503-094-024-520 | 210.00 | 840.00 | 25.92 |
| 503-094-025-510 | 210.00 | 840.00 | 25.92 |
| 503-094-025-520 | 210.00 | 840.00 | 25.92 |
| 503-094-026-000 | 369.00 | 1,485.00 | 51.86 |
| 503-094-027-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-030-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-031-510 | 222.00 | 890.00 | 25.92 |
| 503-094-031-520 | 348.00 | 1,054.00 | 25.92 |
| 503-094-032-000 | 306.00 | 1,224.00 | 51.86 |
| 503-094-033-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-033-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-034-510 | 606.00 | 1,840.00 | 25.92 |
| 503-094-034-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-035-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-035-520 | 606.00 | 1,840.00 | 25.92 |
| 503-094-036-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-037-510 | 348.00 | 1,054.00 | 25.92 |
| 503-094-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-038-510 | 437.00 | 1,326.00 | 25.92 |
| 503-094-038-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-039-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-040-510 | 450.00 | 1,350.00 | 25.92 |
| 503-094-040-520 | 437.00 | 1,326.00 | 25.92 |
| 503-094-041-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-041-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-042-510 | 375.00 | 1,125.00 | 25.92 |
| 503-094-042-520 | 375.00 | 1,125.00 | 25.92 |
| 503-094-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-044-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-045-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-046-000 | 369.00 | 1,485.00 | 51.86 |
| 503-094-047-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-048-510 | 606.00 | 1,840.00 | 25.92 |
| 503-094-048-520 | 226.00 | 906.00 | 25.92 |
| 503-094-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-094-051-000 | 898.00 | 2,708.00 | 51.86 |
| 503-094-052-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-001-000 | 898.00 | 2,708.00 | 51.86 |
| 503-095-002-510 | 450.00 | 1,350.00 | 25.92 |
| 503-095-002-520 | 348.00 | 1,054.00 | 25.92 |
| 503-095-003-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-004-510 | 606.00 | 1,840.00 | 25.92 |
| 503-095-004-520 | 214.00 | 856.00 | 25.92 |
| 503-095-005-000 | 315.00 | 1,260.00 | 51.86 |
| 503-095-006-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-006-520 | 450.00 | 1,350.00 | 25.92 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-095-007-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-008-000 | 898.00 | 2,708.00 | 51.86 |
| 503-095-009-510 | 450.00 | 1,350.00 | 25.92 |
| 503-095-009-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-010-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-010-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-011-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-011-520 | 437.00 | 1,326.00 | 25.92 |
| 503-095-012-000 | 898.00 | 2,708.00 | 51.86 |
| 503-095-013-510 | 208.00 | 832.00 | 25.92 |
| 503-095-013-520 | 436.00 | 1,319.00 | 25.92 |
| 503-095-014-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-014-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-015-510 | 450.00 | 1,350.00 | 25.92 |
| 503-095-015-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-016-510 | 476.00 | 1,442.00 | 25.92 |
| 503-095-016-520 | 606.00 | 1,840.00 | 25.92 |
| 503-095-017-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-018-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-019-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-020-510 | 210.00 | 840.00 | 25.92 |
| 503-095-020-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-021-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-022-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-023-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-023-520 | 575.00 | 1,725.00 | 25.92 |
| 503-095-024-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-024-520 | 606.00 | 1,840.00 | 25.92 |
| 503-095-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-026-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-027-510 | 348.00 | 1,054.00 | 25.92 |
| 503-095-027-520 | 450.00 | 1,350.00 | 25.92 |
| 503-095-028-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-029-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-030-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-030-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-031-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-033-510 | 222.00 | 890.00 | 25.92 |
| 503-095-033-520 | 437.00 | 1,326.00 | 25.92 |
| 503-095-034-000 | 643.00 | 1,940.00 | 51.86 |
| 503-095-035-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-036-510 | 476.00 | 1,442.00 | 25.92 |
| 503-095-037-510 | 606.00 | 1,840.00 | 25.92 |
| 503-095-037-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-038-000 | 583.00 | 1,761.00 | 51.86 |
| 503-095-039-510 | 606.00 | 1,840.00 | 25.92 |
| 503-095-039-520 | 437.00 | 1,326.00 | 25.92 |
| 503-095-040-510 | 218.00 | 873.00 | 25.92 |
| 503-095-040-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-041-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-041-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-042-510 | 348.00 | 1,054.00 | 25.92 |
| 503-095-042-520 | 375.00 | 1,125.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-095-043-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-044-510 | 200.00 | 800.00 | 25.92 |
| 503-095-044-520 | 476.00 | 1,442.00 | 25.92 |
| 503-095-045-000 | 369.00 | 1,485.00 | 51.86 |
| 503-095-046-510 | 214.00 | 856.00 | 25.92 |
| 503-095-046-520 | 348.00 | 1,054.00 | 25.92 |
| 503-095-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-095-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-095-048-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-051-000 | 550.00 | 1,650.00 | 51.86 |
| 503-095-052-000 | 429.00 | 1,727.00 | 51.86 |
| 503-096-001-000 | 898.00 | 2,708.00 | 51.86 |
| 503-096-002-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-003-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-003-520 | 204.00 | 816.00 | 25.92 |
| 503-096-004-510 | 222.00 | 890.00 | 25.92 |
| 503-096-004-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-005-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-006-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-007-000 | 315.00 | 1,260.00 | 51.86 |
| 503-096-008-510 | 348.00 | 1,054.00 | 25.92 |
| 503-096-008-520 | 476.00 | 1,442.00 | 25.92 |
| 503-096-009-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-009-520 | 437.00 | 1,326.00 | 25.92 |
| 503-096-010-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-011-510 | 218.00 | 873.00 | 25.92 |
| 503-096-011-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-012-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-012-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-013-000 | 315.00 | 1,260.00 | 51.86 |
| 503-096-014-000 | 315.00 | 1,260.00 | 51.86 |
| 503-096-015-510 | 476.00 | 1,442.00 | 25.92 |
| 503-096-015-520 | 606.00 | 1,840.00 | 25.92 |
| 503-096-016-000 | 429.00 | 1,727.00 | 51.86 |
| 503-096-017-000 | 429.00 | 1,727.00 | 51.86 |
| 503-096-018-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-018-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-019-000 | 376.00 | 1,514.00 | 51.86 |
| 503-096-020-510 | 606.00 | 1,840.00 | 25.92 |
| 503-096-020-520 | 100.00 | 900.00 | 25.92 |
| 503-096-021-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-022-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-022-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-023-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-023-520 | 226.00 | 906.00 | 25.92 |
| 503-096-024-510 | 226.00 | 906.00 | 25.92 |
| 503-096-024-520 | 214.00 | 856.00 | 25.92 |
| 503-096-025-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-026-510 | 476.00 | 1,442.00 | 25.92 |
| 503-096-026-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-027-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-027-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-028-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-028-520 | 606.00 | 1,840.00 | 25.92 |
| 503-096-029-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 503-096-030-510 | 222.00 | 890.00 | 25.92 |
| 503-096-030-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-031-510 | 476.00 | 1,442.00 | 25.92 |
| 503-096-031-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-032-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-033-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-034-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-034-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-035-510 | 476.00 | 1,442.00 | 25.92 |
| 503-096-035-520 | 204.00 | 816.00 | 25.92 |
| 503-096-036-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-037-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-038-510 | 218.00 | 873.00 | 25.92 |
| 503-096-038-520 | 606.00 | 1,840.00 | 25.92 |
| 503-096-039-000 | 459.00 | 1,845.00 | 51.86 |
| 503-096-040-000 | 376.00 | 1,514.00 | 51.86 |
| 503-096-041-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-041-520 | 210.00 | 840.00 | 25.92 |
| 503-096-042-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-042-520 | 476.00 | 1,442.00 | 25.92 |
| 503-096-043-000 | 376.00 | 1,514.00 | 51.86 |
| 503-096-044-000 | 376.00 | 1,514.00 | 51.86 |
| 503-096-045-000 | 898.00 | 2,708.00 | 51.86 |
| 503-096-046-510 | 273.00 | 1,104.00 | 25.92 |
| 503-096-046-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-047-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-047-520 | 375.00 | 1,125.00 | 25.92 |
| 503-096-048-510 | 375.00 | 1,125.00 | 25.92 |
| 503-096-048-520 | 222.00 | 890.00 | 25.92 |
| 503-096-050-000 | 550.00 | 1,650.00 | 51.86 |
| 503-096-051-000 | 376.00 | 1,514.00 | 51.86 |
| 503-096-052-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-001-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-002-000 | 583.00 | 1,761.00 | 51.86 |
| 504-097-003-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-004-510 | 214.00 | 856.00 | 25.92 |
| 504-097-004-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-005-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-005-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-006-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-007-000 | 315.00 | 1,260.00 | 51.86 |
| 504-097-008-510 | 214.00 | 856.00 | 25.92 |
| 504-097-008-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-009-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-009-520 | 437.00 | 1,326.00 | 25.92 |
| 504-097-010-000 | 362.00 | 1,457.00 | 51.86 |
| 504-097-011-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-011-520 | 214.00 | 856.00 | 25.92 |
| 504-097-012-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-013-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-013-520 | 606.00 | 1,840.00 | 25.92 |
| 504-097-014-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-014-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-015-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-015-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-016-000 | 376.00 | 1,514.00 | 51.86 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 504-097-017-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-018-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-019-510 | 437.00 | 1,326.00 | 25.92 |
| 504-097-019-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-020-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-021-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-021-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-023-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-024-510 | 100.00 | 900.00 | 25.92 |
| 504-097-024-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-025-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-025-520 | 437.00 | 1,326.00 | 25.92 |
| 504-097-026-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-026-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-027-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-028-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-028-520 | 348.00 | 1,054.00 | 25.92 |
| 504-097-029-520 | 226.00 | 906.00 | 25.92 |
| 504-097-030-000 | 583.00 | 1,761.00 | 51.86 |
| 504-097-031-510 | 476.00 | 1,442.00 | 25.92 |
| 504-097-031-520 | 208.00 | 832.00 | 25.92 |
| 504-097-032-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-032-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-033-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-033-520 | 348.00 | 1,054.00 | 25.92 |
| 504-097-034-510 | 437.00 | 1,326.00 | 25.92 |
| 504-097-034-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-035-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-035-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-036-510 | 348.00 | 1,054.00 | 25.92 |
| 504-097-036-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-037-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-038-510 | 210.00 | 840.00 | 25.92 |
| 504-097-038-520 | 348.00 | 1,054.00 | 25.92 |
| 504-097-039-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-040-520 | 210.00 | 840.00 | 25.92 |
| 504-097-041-000 | 583.00 | 1,761.00 | 51.86 |
| 504-097-042-520 | 606.00 | 1,840.00 | 25.92 |
| 504-097-043-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-044-520 | 437.00 | 1,326.00 | 25.92 |
| 504-097-045-000 | 550.00 | 1,650.00 | 51.86 |
| 504-097-046-510 | 375.00 | 1,125.00 | 25.92 |
| 504-097-046-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-047-520 | 348.00 | 1,054.00 | 25.92 |
| 504-097-048-520 | 606.00 | 1,840.00 | 25.92 |
| 504-097-050-510 | 476.00 | 1,442.00 | 25.92 |
| 504-097-050-520 | 375.00 | 1,125.00 | 25.92 |
| 504-097-051-000 | 643.00 | 1,940.00 | 51.86 |
| 504-097-052-000 | 703.00 | 2,123.00 | 51.86 |
| 504-098-001-000 | 583.00 | 1,761.00 | 51.86 |
| 504-098-002-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-003-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-004-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-005-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-006-000 | 362.00 | 1,457.00 | 51.86 |
| 504-098-007-000 | 550.00 | 1,650.00 | 51.86 |

City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 504-098-008-000 | 703.00 | 2,123.00 | 51.86 |
| 504-098-009-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-010-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-011-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-012-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-013-000 | 376.00 | 1,514.00 | 51.86 |
| 504-098-014-000 | 362.00 | 1,457.00 | 51.86 |
| 504-098-015-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-016-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-017-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-018-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-019-000 | 459.00 | 1,845.00 | 51.86 |
| 504-098-020-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-021-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-022-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-023-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-024-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-025-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-026-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-027-000 | 459.00 | 1,845.00 | 51.86 |
| 504-098-028-000 | 583.00 | 1,761.00 | 51.86 |
| 504-098-029-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-030-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-031-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-033-000 | 459.00 | 1,845.00 | 51.86 |
| 504-098-035-000 | 583.00 | 1,761.00 | 51.86 |
| 504-098-036-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-037-000 | 583.00 | 1,761.00 | 51.86 |
| 504-098-038-000 | 362.00 | 1,457.00 | 51.86 |
| 504-098-039-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-040-000 | 315.00 | 1,260.00 | 51.86 |
| 504-098-041-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-042-000 | 550.00 | 1,650.00 | 51.86 |
| 504-098-043-000 | 703.00 | 2,123.00 | 51.86 |
| 504-098-044-000 | 312.00 | 1,248.00 | 51.86 |
| 504-098-047-000 | 703.00 | 2,123.00 | 51.86 |
| 504-098-051-000 | 550.00 | 1,650.00 | 51.86 |
| 504-099-002-520 | 437.00 | 1,326.00 | 25.92 |
| 504-099-003-510 | 476.00 | 1,442.00 | 25.92 |
| 504-099-003-520 | 375.00 | 1,125.00 | 25.92 |
| 504-099-004-510 | 222.00 | 890.00 | 25.92 |
| 504-099-005-520 | 437.00 | 1,326.00 | 25.92 |
| 504-099-006-520 | 348.00 | 1,054.00 | 25.92 |
| 504-099-007-520 | 476.00 | 1,442.00 | 25.92 |
| 504-099-008-520 | 375.00 | 1,125.00 | 25.92 |
| 504-099-009-510 | 210.00 | 840.00 | 25.92 |
| 504-099-009-520 | 375.00 | 1,125.00 | 25.92 |
| 504-099-010-000 | 898.00 | 2,708.00 | 51.86 |
| 504-099-011-000 | 898.00 | 2,708.00 | 51.86 |
| 504-099-012-510 | 204.00 | 816.00 | 25.92 |
| 504-099-013-000 | 550.00 | 1,650.00 | 51.86 |
| 504-099-014-510 | 375.00 | 1,125.00 | 25.92 |
| 504-099-014-520 | 375.00 | 1,125.00 | 25.92 |
| 504-099-015-000 | 550.00 | 1,650.00 | 51.86 |
| 504-099-016-510 | 375.00 | 1,125.00 | 25.92 |
| 504-099-016-520 | 226.00 | 906.00 | 25.92 |



City of South Lake Tahoe
CFD 1995-1
Fiscal Year 2024/25
Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 504-099-017-000 | 550.00 | 1,650.00 | 51.86 |
| 504-099-019-520 | 100.00 | 900.00 | 25.92 |
| 504-099-020-000 | 369.00 | 1,485.00 | 51.86 |
| 504-099-021-000 | 369.00 | 1,485.00 | 51.86 |
| 504-099-046-000 | 898.00 | 2,708.00 | 51.86 |
| 504-099-051-000 | 315.00 | 1,260.00 | 51.86 |
| 504-099-052-000 | 550.00 | 1,650.00 | 51.86 |
| 512-184-031-000 | 6,400.00 | 25,600.00 | 259.30 |
| 512-184-032-000 | 6,400.00 | 25,600.00 | 259.30 |
| 512-184-033-000 | 2,000.00 | 8,000.00 | 25.92 |
| 512-184-041-000 | 6,400.00 | 25,600.00 | 259.30 |
| 512-184-042-000 | 6,400.00 | 25,600.00 | 259.30 |
| 512-184-043-000 | 2,185.00 | 8,748.00 | 25.92 |
| 513-102-011-000 | 2,400.00 | 9,600.00 | 259.30 |
| 513-102-012-000 | 4,373.00 | 17,497.00 | 259.30 |
| 513-102-013-000 | 1,000.00 | 4,000.00 | 25.92 |
| 513-138-011-000 | 5,400.00 | 21,600.00 | 259.30 |
| 513-138-012-000 | 7,933.00 | 31,736.00 | 259.30 |
| 513-138-013-000 | 1,700.00 | 6,800.00 | 25.92 |
| 513-138-031-000 | 5,400.00 | 21,600.00 | 259.30 |
| 513-138-032-000 | 5,400.00 | 21,600.00 | 259.30 |
| 513-138-033-000 | 2,101.00 | 8,407.00 | 25.92 |
| 513-138-041-000 | 5,400.00 | 21,600.00 | 259.30 |
| 513-138-042-000 | 5,400.00 | 21,600.00 | 259.30 |
| 513-138-043-000 | 2,101.00 | 8,407.00 | 25.92 |
| 513-171-041-000 | 6,000.00 | 24,000.00 | 259.30 |
| 513-171-042-000 | 7,650.00 | 30,600.00 | 259.30 |
| 513-171-043-000 | 1,800.00 | 7,200.00 | 25.92 |
| 513-228-011-000 | 8,241.00 | 32,987.00 | 259.30 |
| 513-228-012-000 | 7,000.00 | 28,000.00 | 259.30 |
| 513-228-013-000 | 2,500.00 | 10,000.00 | 25.92 |
| 513-228-021-000 | 7,806.00 | 31,232.00 | 259.30 |
| 513-228-022-000 | 7,000.00 | 28,000.00 | 259.30 |
| 513-228-023-000 | 2,200.00 | 8,800.00 | 25.92 |
| 513-228-031-000 | 10,200.00 | 40,800.00 | 259.30 |
| 513-228-032-000 | 7,000.00 | 28,000.00 | 259.30 |
| 513-228-033-000 | 2,200.00 | 8,800.00 | 25.92 |
| 513-228-041-000 | 7,000.00 | 28,000.00 | 259.30 |
| 513-228-042-000 | 7,000.00 | 28,000.00 | 259.30 |
| 513-228-043-000 | 2,200.00 | 8,800.00 | 25.92 |
| 513-263-011-000 | 7,000.00 | 28,000.00 | 259.30 |
| 513-263-012-000 | 12,403.00 | 49,613.00 | 259.30 |
| 513-263-013-000 | 2,200.00 | 8,800.00 | 25.92 |
| 513-263-021-000 | 12,403.00 | 49,613.00 | 259.30 |
| 513-263-022-000 | 12,403.00 | 49,613.00 | 259.30 |
| 513-263-023-000 | 2,200.00 | 8,800.00 | 25.92 |
| 513-263-031-000 | 5,000.00 | 35,000.00 | 259.30 |
| 513-263-032-000 | 7,000.00 | 28,000.00 | 259.30 |
| 513-263-033-000 | 2,200.00 | 8,800.00 | 25.92 |
| 514-220-021-000 | 15,617.00 | 62,487.00 | 259.30 |
| 514-220-022-000 | 13,200.00 | 52,800.00 | 259.30 |
| 514-220-023-000 | 4,000.00 | 16,000.00 | 25.92 |
| 514-220-031-000 | 13,200.00 | 52,800.00 | 259.30 |
| 514-220-032-000 | 13,200.00 | 52,800.00 | 259.30 |
| 514-220-033-000 | 10,200.00 | 40,800.00 | 25.92 |
| 514-246-011-000 | 7,000.00 | 28,000.00 | 259.30 |

**City of South Lake Tahoe**
**CFD 1995-1**
**Fiscal Year 2024/25**
**Preliminary Charge Detail Report (Sorted by Assessor's Parcel Number)**

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Preliminary 2024/25 Charge |
|---|---|---|---|
| 514-246-013-000 | 2,200.00 | 8,800.00 | 25.92 |
| 514-246-031-000 | 7,000.00 | 28,000.00 | 259.30 |
| 514-246-032-000 | 7,000.00 | 28,000.00 | 259.30 |
| 514-246-033-000 | 2,200.00 | 8,800.00 | 25.92 |
| 514-246-041-000 | 7,000.00 | 28,000.00 | 259.30 |
| 514-246-042-000 | 7,000.00 | 28,000.00 | 259.30 |
| 514-246-043-000 | 2,596.00 | 10,410.00 | 25.92 |
| 514-251-011-000 | 10,000.00 | 40,000.00 | 259.30 |
| 514-251-012-000 | 11,828.00 | 47,339.00 | 259.30 |
| 514-251-013-000 | 3,765.00 | 15,076.00 | 25.92 |
| 514-251-021-000 | 7,600.00 | 30,400.00 | 259.30 |
| 514-251-022-000 | 10,000.00 | 40,000.00 | 259.30 |
| 514-251-023-000 | 3,200.00 | 12,800.00 | 25.92 |
| 514-251-031-000 | 8,646.00 | 11,830.00 | 259.30 |
| 514-251-032-000 | 10,000.00 | 40,000.00 | 259.30 |
| 514-251-033-000 | 3,200.00 | 12,800.00 | 25.92 |
| 514-251-041-000 | 8,646.00 | 34,587.00 | 259.30 |
| 514-251-042-000 | 11,153.00 | 44,618.00 | 259.30 |
| 514-251-043-000 | 3,200.00 | 12,800.00 | 25.92 |
| 514-400-011-000 | 7,140.00 | 28,560.00 | 259.30 |
| 514-400-012-000 | 4,000.00 | 16,000.00 | 259.30 |
| 514-400-013-000 | 1,400.00 | 5,600.00 | 25.92 |
| 514-400-021-000 | 4,000.00 | 16,000.00 | 259.30 |
| 514-400-022-000 | 4,000.00 | 16,000.00 | 259.30 |
| 514-400-023-000 | 1,400.00 | 5,600.00 | 25.92 |
| 514-400-031-000 | 7,140.00 | 28,560.00 | 259.30 |
| 514-400-032-000 | 6,690.00 | 26,769.00 | 259.30 |
| 514-400-033-000 | 1,400.00 | 5,600.00 | 25.92 |
| 514-400-041-000 | 4,000.00 | 16,000.00 | 259.30 |
| 514-400-042-000 | 4,000.00 | 16,000.00 | 259.30 |
| 514-400-043-000 | 1,400.00 | 5,600.00 | 25.92 |
| **Total** | **$3,478,173.00** | **$11,432,040.00** | **$273,034.88** |
| **Parcel Count** | | | **6,751** |

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**16

**Agenda Item:** Annual Special Tax for Community Facilities District 2001-1 Series 2015 Special Tax Refunding Bonds for Fiscal Year 2024-2025

**Executive Summary:** in 2001, the South Tahoe Redevelopment Agency ("the Agency") Board of Directors established Community Facilities District No 2001-1 to fund public facilities related to the Park Avenue (Heavenly Village) redevelopment project. The Agency issued bonds to pay for the public improvements associated with the project. These improvements included Park Avenue, Bellamy Court and Fern Road improvements, streetscape and public plaza improvements and stream environment zone restoration.

**Requested Action / Suggested Motions:** Acting as the South Tahoe Redevelopment Successor Agency, Pass a Resolution Establishing the Annual Special Tax for Community Facilities District 2001-1 (Park Avenue Project) Series 2015 Special Tax Refunding Bonds (Heavenly Village) for Fiscal Year 2024-2025.

**Responsible Staff Member:** Olga Tikhomirova, Director of Finance

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

**Attachments:**

01-Staff Report CFD 2001-1 FY2425.docx
02-STRSA Resolution CFD No 2001-1.docx
03-FY2425 CFD 2001-1 Preliminary Roll 2p.pdf

# City of South Lake Tahoe
Report to **Redevelopment Successor Agency**

## Meeting Date: June 18, 2024

**Title:** **Annual Special Tax for Community Facilities District 2001-1 Series 2015 Special Tax Refunding Bonds for Fiscal Year 2024/2025**

**Location:** Citywide

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

**Background:** In 2001, the South Tahoe Redevelopment Agency ("the Agency") Board of Directors established Community Facilities District No 2001-1 to fund public facilities related to the Park Avenue (Heavenly Village) redevelopment project. The Agency issued bonds to pay for the public improvements associated with the project. These improvements included Park Avenue, Bellamy Court and Fern Road improvements, streetscape and public plaza improvements and stream environment zone restoration. The proceeds of the special tax may be used to pay for the following costs:

1. Payment of principal and interest on the outstanding bonded indebtedness;
2. Necessary replenishment of bond reserve funds or other reserve funds;
3. Payment of costs and expenses on authorized public facilities (Parking Garage);
4. Repayment of advances and loans, if appropriate;
5. Payment of the District's administrative costs

**Issue and Discussion:** This annual certification is in accordance with established Agency policy and State law. The revenue from the Mello-Roos assessment is included in the annual budget for payment of South Tahoe Redevelopment Successor Agency Community Facilities District No. 2001-1 debt.

The specific rate and amount of the tax to be collected to fund the costs and expenses for the upcoming fiscal year for this District was determined and established in the Rate and Method of Apportionment of Special Tax adopted by the Agency Board on July 17, 2002.

The parcels included in the assessment are the Heavenly Valley Gondola; the eight commercial parcels; each quarter share of the Marriott Grand Residence and each weekly time-share of the Marriott Timber Lodge.

The original bonds were refunded in February 2007 and again in 2015. The annual special tax levies on the parcel holders remained the same, and the annual debt service savings resulting from the refunding are used to augment the previously fixed annual amount of $190,000 surplus special tax revenues available to pay debt service on the South Tahoe Joint Powers Parking Financing Authority Parking Revenue Bonds, 2013 Series A until their payoff in January 2024, and for other allowable uses thereafter. In connection with the refunding, the South Tahoe Redevelopment

Successor Agency and the South Tahoe Joint Powers Financing Authority amended the Parking Facility Agreement to allow the Agency at its discretion to transfer more than the previously fixed amount.

**Financial Implications:** The total special tax assessment to be levied on the 2024/2025 Tax Roll will be approximately $921,091. The assessments will pay for costs associated with the Mello-Roos district, including bonded debt service of $513,581 and administrative costs $81,527.

The balance of special taxes remaining after payment of all Mello-Roos debt service and administrative costs, will be used to pay for other costs permissible under the 2001-1 CFD Rate and Method (RMA) of Apportionment of Special Tax, and is estimated to total $325,983.

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

**Policy Implications:** None.

# Resolution 2024-XXX

**Adopted by the Governing Board of the**
**South Tahoe Redevelopment Successor Agency**

**June 18, 2024**

**Establishing Annual Special Tax for Community Facilities District No. 2001-1 (Park Avenue Project), Series 2015 Special Tax Refunding Bonds (Heavenly Village) for Fiscal Year 2024/2025**

## BACKGROUND

A. The Governing Board of the South Tahoe Successor Agency, (hereinafter referred to as the "legislative body"), has initiated proceedings, held a public hearing, conducted an election and received a favorable vote from the qualified electors relating to the levy of a special tax in a community facilities district, all as authorized pursuant to the terms and provisions of the "Mello-Roos Community Facilities Act of 1982", being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California. This Community Facilities District shall hereinafter be referred to as "District".

B. This legislative body, by Ordinance as authorized by Section 53340 of the Government Code of the State of California, has authorized the levy of a special tax to pay for costs and expenses related to said Community Facilities District, and this legislative body is desirous to establish the specific rate of the special tax to be collected for the next fiscal year.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, BE IT RESOLVED**, that the Governing Board of the South Tahoe Redevelopment Successor Agency:

1. Establishes and determines that the calculation of the specific rates and amount of the special tax to be collected to pay for the costs and expenses for the next fiscal year (2024/2025) for the referenced District is set forth in the attached, referenced and incorporated Exhibit "A".
2. Certifies that the rate as set forth above does not exceed the amount as previously authorized by Ordinance of this legislative body and is not in excess of that as previously approved by the qualified electors of the District, and is exempt from Proposition 218, Section XIIID of the California State Constitution.
3. Certifies that the proceeds of the special tax shall be used to pay, in whole or in part, the costs of the following:

    i. Payment of principal of and interest on any outstanding authorized bonded indebtedness;
    ii. Necessary replenishment of bond reserve funds or other reserve funds;
    iii. Payment of costs and expenses of authorized public facilities;

iv. Repayment of advances and loans, if appropriate.
v. Payment of District administrative costs.

4. Certifies that the proceeds of the special taxes shall be used as set forth above and shall not be used for any other purpose.
5. Directs that the special tax shall be collected in the same manner as ordinary ad valorem property taxes are collected and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes and authorizes the Tax Collector to deduct reasonable administrative costs incurred in collecting any said special tax.
6. Directs all monies above collected shall be paid into the Community Facilities District funds, including any bond fund and reserve fund.
7. Directs the Auditor of the County to enter in the next County assessment roll on which taxes will become due, opposite each lot or parcel of land effected in a space marked "public improvements, special tax" or by any other suitable designation, the installment of the special tax, and for the exact rate and amount of said tax, reference is made to the attached Exhibit "A".
8. Directs the County Auditor to then, at the close of the tax collection period, promptly render to this Agency a detailed report showing the amount and/or amounts of such special tax installments, interest, penalties and percentages so collected and from what property collected, and also provide a statement of any percentages retained for the expense of making any such collection.

PASSED, APPROVED, AND ADOPTED THIS 18th DAY OF JUNE 2024.

I, Susan Blankenship, Secretary of the South Tahoe Redevelopment Successor Agency, County of El Dorado, State of California do hereby certify that the foregoing Resolution No. 2024-XXX was regularly adopted by the Governing Board of said South Tahoe Successor Agency at a regular meeting of said Board held on the 18th day of June 2024, by the following vote:

Yes:
Noes:
Absent:
Abstained:

_____
Cody Bass, Board Chair
South Tahoe Redevelopment Successor Agency

_____
Susan Blankenship, Secretary
South Tahoe Redevelopment Successor Agency

*The presence of electronic signature certifies that the foregoing is a true and correct copy as approved by the South Tahoe Redevelopment Successor Agency.*

Exhibit “A”

SOUTH TAHOE REDEVELOPMENT AGENCY
COMMUNITY FACILITIES DISTRICT NO. 2001-1 (PARK AVENUE PROJECT)
SERIES 2015 SPECIAL TAX REFUNDING BONDS (HEAVENLY VILLAGE)
2024/2025 CHARGE DETAIL REPORT

Parcel identification, for each lot or parcel within the District, shall be the parcel as shown on the El Dorado County Assessor's map for the year in which this Report is prepared.

Approval of this exhibit (The 2024/2025 Charge Detail Report is on file in the City Clerk’s office) as submitted or as amended confirms the Rate and Method of Apportionment of Special Tax and the tax rate to be levied against each eligible parcel and thereby constitutes the approved levy of Special Taxes for Fiscal Year 2024/2025. Said listing of parcels to be assessed shall be submitted to the County Auditor/Controller and included on the property tax roll for each parcel in Fiscal Year 2024/2025. If any parcel submitted for collection is identified by the County Auditor/Controller to be an invalid parcel number, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the County Auditor/Controller. The tax amount to be levied and collected for the resubmitted parcel or parcels shall be based on the Rate and Method of Apportionment of Special Tax and tax rate approved for Community Facilities District No. 2001-1 (Park Avenue Project), Series 2015.

**City of South Lake Tahoe**
**CFD No. 2001-1**
**Fiscal Year 2024/25**
**Preliminary Charge Detail Report**
**(Sorted by Assessor's Parcel Number)**

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 029-470-008-000 | $1,200,000.00 | $16,881,627.00 | G | $148,440.00 | $148,440.00 |
| 029-470-017-000 | 731,881.00 | 6,102,531.00 | COMA | $0.83 | 22,479.72 |
| 029-480-001-000 | 1,015,225.00 | 7,422,188.00 | COMA | $0.83 | 19,954.44 |
| 029-480-004-510 | 1,073,716.00 | 4,230,529.00 | COMA | $0.83 | 8,991.40 |
| 029-510-001-000 | 630,000.00 | 2,520,000.00 | COMA | $0.83 | 3,414.62 |
| 029-510-002-000 | 406,279.00 | 824,871.00 | COMA | $0.83 | 2,701.66 |
| 029-510-003-000 | 1,800,339.00 | 4,083,141.00 | COMA | $0.83 | 7,805.32 |
| 029-510-005-000 | 328,506.00 | 2,692,937.00 | COMA | $0.83 | 4,613.14 |
| 029-510-006-000 | 2,769,559.00 | 6,281,302.00 | COMA | $0.83 | 10,555.94 |
| 029-510-007-000 | 4,235,486.00 | 9,614,353.00 | COMA | $0.83 | 18,899.10 |
| 029-510-011-000 | 1,459,805.00 | 2,963,845.00 | COMA | $0.83 | 7,936.46 |
| 029-510-012-000 | 361,503.00 | 820,085.00 | COMA | $0.83 | 1,842.60 |
| 029-510-014-000 | 650,745.00 | 1,475,940.00 | COMA | $0.83 | 3,131.60 |
| 512-105-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-105-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-105-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-105-004-000 | 3,765.00 | 15,076.00 | A | $21.69 | 281.98 |
| 512-106-001-000 | 6,306.00 | 25,226.00 | A | $21.69 | 281.98 |
| 512-106-002-000 | 4,942.00 | 19,789.00 | A | $21.69 | 281.98 |
| 512-106-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 512-106-004-000 | 4,942.00 | 19,789.00 | A | $21.69 | 281.98 |
| 512-107-001-000 | 5,255.00 | 21,023.00 | A | $21.69 | 281.98 |
| 512-107-002-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 512-107-003-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 512-107-004-000 | 4,271.00 | 17,092.00 | A | $21.69 | 281.98 |
| 512-108-001-000 | 5,576.00 | 27,886.00 | A | $21.69 | 281.98 |
| 512-108-002-000 | 6,306.00 | 25,226.00 | A | $21.69 | 281.98 |
| 512-108-003-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 512-108-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 512-109-001-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 512-109-002-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 512-109-003-000 | 3,902.00 | 15,615.00 | A | $21.69 | 281.98 |
| 512-109-004-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 512-110-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-110-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-110-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-110-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-113-001-000 | 7,654.00 | 30,620.00 | A | $21.69 | 281.98 |
| 512-113-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-113-003-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-113-004-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-114-001-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 512-114-002-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 512-114-003-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 512-114-004-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 512-150-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-150-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-150-003-000 | 5,255.00 | 21,023.00 | A | $21.69 | 281.98 |
| 512-150-004-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 512-154-001-000 | 14,800.00 | 59,200.00 | A | $21.69 | 281.98 |
| 512-154-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-154-003-000 | 14,436.00 | 43,315.00 | A | $21.69 | 281.98 |
| 512-154-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 512-158-001-000 | 9,996.00 | 39,984.00 | A | $21.69 | 281.98 |
| 512-158-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-158-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-158-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-159-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-159-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-159-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-159-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-160-001-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-160-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-160-003-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-160-004-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-165-001-000 | 7,357.00 | 29,432.00 | A | $21.69 | 281.98 |
| 512-165-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-165-003-000 | 7,357.00 | 29,432.00 | A | $21.69 | 281.98 |
| 512-165-004-000 | 6,003.00 | 24,024.00 | A | $21.69 | 281.98 |
| 512-166-001-000 | 11,377.00 | 45,510.00 | A | $21.69 | 281.98 |
| 512-166-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-166-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-166-004-000 | 14,280.00 | 57,120.00 | A | $21.69 | 281.98 |
| 512-167-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-167-002-000 | 10,291.00 | 41,171.00 | A | $21.69 | 281.98 |
| 512-167-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-167-004-000 | 3,215.00 | 12,865.00 | A | $21.69 | 281.98 |
| 512-171-001-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 512-171-002-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 512-171-003-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 512-171-004-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 512-172-001-000 | 10,800.00 | 43,200.00 | A | $21.69 | 281.98 |
| 512-172-002-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 512-172-003-000 | 10,800.00 | 43,200.00 | A | $21.69 | 281.98 |
| 512-172-004-000 | 10,800.00 | 43,200.00 | A | $21.69 | 281.98 |
| 512-174-001-000 | 4,810.00 | 19,247.00 | A | $21.69 | 281.98 |
| 512-174-002-000 | 5,178.00 | 20,732.00 | A | $21.69 | 281.98 |
| 512-174-003-000 | 4,623.00 | 18,499.00 | A | $21.69 | 281.98 |
| 512-174-004-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 512-177-001-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 512-177-002-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 512-177-003-000 | 4,623.00 | 18,499.00 | A | $21.69 | 281.98 |
| 512-177-004-000 | 4,716.00 | 18,868.00 | A | $21.69 | 281.98 |
| 512-179-001-000 | 5,100.00 | 14,280.00 | A | $21.69 | 281.98 |
| 512-179-002-000 | 4,471.00 | 17,906.00 | A | $21.69 | 281.98 |
| 512-179-003-000 | 5,000.00 | 35,000.00 | A | $21.69 | 281.98 |
| 512-179-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-180-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-180-002-000 | 12,267.00 | 49,080.00 | A | $21.69 | 281.98 |
| 512-180-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-180-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-184-011-000 | 5,712.00 | 22,848.00 | A | $21.69 | 108.46 |
| 512-184-012-000 | 5,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 512-184-013-000 | 2,352.00 | 9,420.00 | A | $21.69 | 65.08 |
| 512-184-021-000 | 6,400.00 | 25,600.00 | A | $21.69 | 108.46 |
| 512-184-022-000 | 6,400.00 | 25,600.00 | A | $21.69 | 108.46 |
| 512-184-023-000 | 2,000.00 | 8,000.00 | A | $21.69 | 65.08 |
| 512-184-031-000 | 6,400.00 | 25,600.00 | A | $21.69 | 108.46 |
| 512-184-032-000 | 6,400.00 | 25,600.00 | A | $21.69 | 108.46 |
| 512-184-033-000 | 2,000.00 | 8,000.00 | A | $21.69 | 65.08 |
| 512-184-041-000 | 6,400.00 | 25,600.00 | A | $21.69 | 108.46 |
| 512-184-042-000 | 6,400.00 | 25,600.00 | A | $21.69 | 108.46 |
| 512-184-043-000 | 2,185.00 | 8,748.00 | A | $21.69 | 65.08 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 512-200-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-200-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-200-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-200-004-000 | 5,576.00 | 22,308.00 | A | $21.69 | 281.98 |
| 512-201-001-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 512-201-002-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 512-201-003-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 512-201-004-000 | 6,000.00 | 59,000.00 | A | $21.69 | 281.98 |
| 512-202-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-202-002-000 | 3,573.00 | 14,294.00 | A | $21.69 | 281.98 |
| 512-202-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-202-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-203-001-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 512-203-002-000 | 7,357.00 | 29,432.00 | A | $21.69 | 281.98 |
| 512-203-003-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 512-203-004-000 | 7,806.00 | 31,232.00 | A | $21.69 | 281.98 |
| 512-204-001-000 | 6,432.00 | 25,731.00 | A | $21.69 | 281.98 |
| 512-204-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-204-003-000 | 7,278.00 | 29,126.00 | A | $21.69 | 281.98 |
| 512-204-004-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-209-001-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 512-209-002-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 512-209-003-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 512-209-004-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 512-210-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-210-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-210-003-000 | 14,280.00 | 57,120.00 | A | $21.69 | 281.98 |
| 512-210-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 512-214-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-214-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-214-003-000 | 4,000.00 | 16,019.00 | A | $21.69 | 281.98 |
| 512-214-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 512-218-001-000 | 6,592.00 | 26,388.00 | A | $21.69 | 281.98 |
| 512-218-002-000 | 5,600.00 | 22,400.00 | A | $21.69 | 281.98 |
| 512-218-003-000 | 5,600.00 | 22,400.00 | A | $21.69 | 281.98 |
| 512-218-004-000 | 5,600.00 | 22,400.00 | A | $21.69 | 281.98 |
| 512-220-001-000 | 7,140.00 | 28,560.00 | A | $21.69 | 281.98 |
| 512-220-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 512-220-003-000 | 7,357.00 | 29,432.00 | A | $21.69 | 281.98 |
| 512-220-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 512-224-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-224-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-224-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-224-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-227-001-000 | 2,768.00 | 11,085.00 | A | $21.69 | 281.98 |
| 512-227-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-227-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-227-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-228-001-000 | 13,898.00 | 55,611.00 | A | $21.69 | 281.98 |
| 512-228-002-000 | 13,898.00 | 55,611.00 | A | $21.69 | 281.98 |
| 512-228-003-000 | 13,898.00 | 55,611.00 | A | $21.69 | 281.98 |
| 512-228-004-000 | 13,898.00 | 55,611.00 | A | $21.69 | 281.98 |
| 512-229-001-000 | 7,534.00 | 30,158.00 | A | $21.69 | 281.98 |
| 512-229-002-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 512-229-003-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 512-229-004-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 512-234-001-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-234-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 512-234-003-000 | 7,282.00 | 29,131.00 | A | $21.69 | 281.98 |
| 512-234-004-000 | 8,500.00 | 60,000.00 | A | $21.69 | 281.98 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 512-235-001-000 | 15,000.00 | 55,000.00 | A | $21.69 | 281.98 |
| 512-235-002-000 | 16,168.00 | 64,687.00 | A | $21.69 | 281.98 |
| 512-235-003-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 512-235-004-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 512-236-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-236-002-000 | 4,459.00 | 17,845.00 | A | $21.69 | 281.98 |
| 512-236-003-000 | 6,000.00 | 52,000.00 | A | $21.69 | 281.98 |
| 512-236-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-240-001-000 | 7,388.00 | 29,568.00 | A | $21.69 | 281.98 |
| 512-240-002-000 | 5,800.00 | 23,200.00 | A | $21.69 | 281.98 |
| 512-240-003-000 | 5,800.00 | 23,200.00 | A | $21.69 | 281.98 |
| 512-240-004-000 | 5,800.00 | 23,200.00 | A | $21.69 | 281.98 |
| 512-241-001-000 | 4,548.00 | 18,201.00 | A | $21.69 | 281.98 |
| 512-241-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 512-241-003-000 | 4,237.00 | 16,963.00 | A | $21.69 | 281.98 |
| 512-241-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-100-001-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 513-100-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-100-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-100-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-102-011-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 513-102-012-000 | 4,373.00 | 17,497.00 | A | $21.69 | 108.46 |
| 513-102-013-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 513-102-021-000 | 5,576.00 | 22,308.00 | A | $21.69 | 108.46 |
| 513-102-022-000 | 4,373.00 | 17,497.00 | A | $21.69 | 108.46 |
| 513-102-023-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 513-102-031-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 513-102-032-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 513-102-033-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 513-102-041-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 513-102-042-000 | 2,768.00 | 11,085.00 | A | $21.69 | 108.46 |
| 513-102-043-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 513-103-001-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 513-103-002-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 513-103-003-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 513-103-004-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 513-104-001-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-104-002-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 513-104-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-104-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-105-001-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-105-002-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-105-003-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-105-004-000 | 4,707.00 | 18,846.00 | A | $21.69 | 281.98 |
| 513-106-001-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-106-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-106-003-000 | 4,942.00 | 19,789.00 | A | $21.69 | 281.98 |
| 513-106-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-107-001-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-107-002-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-107-003-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-107-004-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-108-001-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 513-108-002-000 | 6,306.00 | 25,226.00 | A | $21.69 | 281.98 |
| 513-108-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-108-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 513-109-001-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-109-002-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-109-003-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-109-004-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 513-110-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-110-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-110-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-110-004-000 | 9,649.00 | 38,598.00 | A | $21.69 | 281.98 |
| 513-113-001-000 | 9,420.00 | 37,698.00 | A | $21.69 | 281.98 |
| 513-113-002-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 513-113-003-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 513-113-004-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 513-114-001-000 | 10,200.00 | 40,800.00 | A | $21.69 | 281.98 |
| 513-114-002-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-114-003-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-114-004-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-118-001-000 | 4,153.00 | 16,621.00 | A | $21.69 | 281.98 |
| 513-118-002-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 513-118-003-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 513-118-004-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 513-119-001-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 513-119-002-000 | 8,660.00 | 34,652.00 | A | $21.69 | 281.98 |
| 513-119-003-000 | 8,200.00 | 32,808.00 | A | $21.69 | 281.98 |
| 513-119-004-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 513-122-001-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-122-002-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 513-122-003-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-122-004-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-125-001-000 | 8,200.00 | 32,808.00 | A | $21.69 | 281.98 |
| 513-125-002-000 | 7,882.00 | 31,534.00 | A | $21.69 | 281.98 |
| 513-125-003-000 | 8,200.00 | 32,808.00 | A | $21.69 | 281.98 |
| 513-125-004-000 | 16,168.00 | 48,513.00 | A | $21.69 | 281.98 |
| 513-126-011-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-012-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-013-000 | 1,200.00 | 4,800.00 | A | $21.69 | 65.08 |
| 513-126-021-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-022-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-023-000 | 1,413.00 | 5,673.00 | A | $21.69 | 65.08 |
| 513-126-031-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-032-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-033-000 | 2,353.00 | 8,748.00 | A | $21.69 | 65.08 |
| 513-126-041-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-042-000 | 3,600.00 | 14,400.00 | A | $21.69 | 108.46 |
| 513-126-043-000 | 1,200.00 | 4,800.00 | A | $21.69 | 65.08 |
| 513-130-001-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-130-002-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-130-003-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-130-004-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 513-131-001-000 | 8,400.00 | 33,600.00 | A | $21.69 | 281.98 |
| 513-131-002-000 | 8,400.00 | 33,600.00 | A | $21.69 | 281.98 |
| 513-131-003-000 | 8,400.00 | 33,600.00 | A | $21.69 | 281.98 |
| 513-131-004-000 | 8,400.00 | 33,600.00 | A | $21.69 | 281.98 |
| 513-134-001-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 513-134-002-000 | 4,288.00 | 17,154.00 | A | $21.69 | 281.98 |
| 513-134-003-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 513-134-004-000 | 5,100.00 | 15,300.00 | A | $21.69 | 281.98 |
| 513-138-011-000 | 5,400.00 | 21,600.00 | A | $21.69 | 108.46 |
| 513-138-012-000 | 7,933.00 | 31,736.00 | A | $21.69 | 108.46 |
| 513-138-013-000 | 1,700.00 | 6,800.00 | A | $21.69 | 65.08 |
| 513-138-021-000 | 5,400.00 | 21,600.00 | A | $21.69 | 108.46 |
| 513-138-022-000 | 5,400.00 | 21,600.00 | A | $21.69 | 108.46 |
| 513-138-023-000 | 6,000.00 | 44,000.00 | A | $21.69 | 65.08 |
| 513-138-031-000 | 5,400.00 | 21,600.00 | A | $21.69 | 108.46 |
| 513-138-032-000 | 5,400.00 | 21,600.00 | A | $21.69 | 108.46 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 513-138-033-000 | 2,101.00 | 8,407.00 | A | $21.69 | 65.08 |
| 513-138-041-000 | 5,400.00 | 21,600.00 | A | $21.69 | 108.46 |
| 513-138-042-000 | 5,400.00 | 21,600.00 | A | $21.69 | 108.46 |
| 513-138-043-000 | 2,101.00 | 8,407.00 | A | $21.69 | 65.08 |
| 513-150-001-000 | 4,471.00 | 17,906.00 | A | $21.69 | 281.98 |
| 513-150-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-150-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-150-004-000 | 5,360.00 | 21,443.00 | A | $21.69 | 281.98 |
| 513-154-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-154-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-154-003-000 | 13,898.00 | 55,611.00 | A | $21.69 | 281.98 |
| 513-154-004-000 | 9,099.00 | 36,406.00 | A | $21.69 | 281.98 |
| 513-158-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-158-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-158-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-158-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-159-001-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 513-159-002-000 | 14,565.00 | 58,262.00 | A | $21.69 | 281.98 |
| 513-159-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-159-004-000 | 11,153.00 | 44,618.00 | A | $21.69 | 281.98 |
| 513-160-001-000 | 6,690.00 | 26,769.00 | A | $21.69 | 281.98 |
| 513-160-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-160-003-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-160-004-000 | 6,690.00 | 26,769.00 | A | $21.69 | 281.98 |
| 513-165-001-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-165-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-165-003-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-165-004-000 | 5,574.00 | 22,300.00 | A | $21.69 | 281.98 |
| 513-166-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-166-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-166-003-000 | 12,267.00 | 49,080.00 | A | $21.69 | 281.98 |
| 513-166-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-167-001-000 | 3,215.00 | 12,865.00 | A | $21.69 | 281.98 |
| 513-167-002-000 | 4,000.00 | 16,019.00 | A | $21.69 | 281.98 |
| 513-167-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-167-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-171-011-000 | 6,000.00 | 24,000.00 | A | $21.69 | 108.46 |
| 513-171-012-000 | 6,000.00 | 24,000.00 | A | $21.69 | 108.46 |
| 513-171-013-000 | 1,800.00 | 7,200.00 | A | $21.69 | 65.08 |
| 513-171-021-000 | 6,000.00 | 24,000.00 | A | $21.69 | 108.46 |
| 513-171-022-000 | 6,000.00 | 24,000.00 | A | $21.69 | 108.46 |
| 513-171-023-000 | 1,800.00 | 7,200.00 | A | $21.69 | 65.08 |
| 513-171-031-000 | 7,882.00 | 31,534.00 | A | $21.69 | 108.46 |
| 513-171-032-000 | 6,000.00 | 24,000.00 | A | $21.69 | 108.46 |
| 513-171-033-000 | 2,185.00 | 8,748.00 | A | $21.69 | 65.08 |
| 513-171-041-000 | 6,000.00 | 24,000.00 | A | $21.69 | 108.46 |
| 513-171-042-000 | 7,650.00 | 30,600.00 | A | $21.69 | 108.46 |
| 513-171-043-000 | 1,800.00 | 7,200.00 | A | $21.69 | 65.08 |
| 513-172-001-000 | 10,800.00 | 43,200.00 | A | $21.69 | 281.98 |
| 513-172-002-000 | 11,257.00 | 33,784.00 | A | $21.69 | 281.98 |
| 513-172-003-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 513-172-004-000 | 11,153.00 | 44,618.00 | A | $21.69 | 281.98 |
| 513-174-001-000 | 4,488.00 | 17,952.00 | A | $21.69 | 281.98 |
| 513-174-002-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 513-174-003-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 513-174-004-000 | 4,810.00 | 19,247.00 | A | $21.69 | 281.98 |
| 513-177-001-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 513-177-002-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 513-177-003-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 513-177-004-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 513-179-001-000 | 4,073.00 | 16,296.00 | A | $21.69 | 281.98 |
| 513-179-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-179-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-179-004-000 | 4,073.00 | 16,296.00 | A | $21.69 | 281.98 |
| 513-180-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-180-002-000 | 11,153.00 | 44,618.00 | A | $21.69 | 281.98 |
| 513-180-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-180-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-181-001-000 | 22,308.00 | 89,239.00 | A | $21.69 | 281.98 |
| 513-181-002-000 | 18,000.00 | 72,000.00 | A | $21.69 | 281.98 |
| 513-181-003-000 | 18,000.00 | 72,000.00 | A | $21.69 | 281.98 |
| 513-181-004-000 | 18,000.00 | 72,000.00 | A | $21.69 | 281.98 |
| 513-184-001-000 | 3,573.00 | 14,294.00 | A | $21.69 | 281.98 |
| 513-184-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-184-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-184-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-200-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-200-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-200-003-000 | 4,237.00 | 16,954.00 | A | $21.69 | 281.98 |
| 513-200-004-000 | 5,771.00 | 17,323.00 | A | $21.69 | 281.98 |
| 513-201-001-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 513-201-002-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 513-201-003-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 513-201-004-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 513-202-001-000 | 9,996.00 | 39,984.00 | A | $21.69 | 281.98 |
| 513-202-002-000 | 3,173.00 | 12,703.00 | A | $21.69 | 281.98 |
| 513-202-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-202-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-203-001-000 | 7,534.00 | 30,158.00 | A | $21.69 | 281.98 |
| 513-203-002-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 513-203-003-000 | 7,200.00 | 28,800.00 | A | $21.69 | 281.98 |
| 513-203-004-000 | 7,806.00 | 31,232.00 | A | $21.69 | 281.98 |
| 513-204-001-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-204-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-204-003-000 | 6,560.00 | 26,245.00 | A | $21.69 | 281.98 |
| 513-204-004-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-209-001-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-209-002-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-209-003-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-209-004-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-210-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-210-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-210-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-210-004-000 | 11,793.00 | 47,175.00 | A | $21.69 | 281.98 |
| 513-214-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-214-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-214-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-214-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 513-218-011-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-012-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-013-000 | 1,200.00 | 4,800.00 | A | $21.69 | 65.08 |
| 513-218-021-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-022-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-023-000 | 1,200.00 | 4,800.00 | A | $21.69 | 65.08 |
| 513-218-031-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-032-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-033-000 | 2,227.00 | 8,921.00 | A | $21.69 | 65.08 |
| 513-218-041-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-042-000 | 3,400.00 | 13,600.00 | A | $21.69 | 108.46 |
| 513-218-043-000 | 1,200.00 | 4,800.00 | A | $21.69 | 65.08 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 513-220-001-000 | 5,649.00 | 22,615.00 | A | $21.69 | 281.98 |
| 513-220-002-000 | 5,649.00 | 22,615.00 | A | $21.69 | 281.98 |
| 513-220-003-000 | 5,649.00 | 22,615.00 | A | $21.69 | 281.98 |
| 513-220-004-000 | 5,649.00 | 22,615.00 | A | $21.69 | 281.98 |
| 513-224-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-224-002-000 | 4,373.00 | 17,497.00 | A | $21.69 | 281.98 |
| 513-224-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-224-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-227-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-227-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-227-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-227-004-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 513-228-011-000 | 8,241.00 | 32,987.00 | A | $21.69 | 108.46 |
| 513-228-012-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-228-013-000 | 2,500.00 | 10,000.00 | A | $21.69 | 65.08 |
| 513-228-021-000 | 7,806.00 | 31,232.00 | A | $21.69 | 108.46 |
| 513-228-022-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-228-023-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 513-228-031-000 | 10,200.00 | 40,800.00 | A | $21.69 | 108.46 |
| 513-228-032-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-228-033-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 513-228-041-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-228-042-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-228-043-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 513-229-001-000 | 8,748.00 | 34,994.00 | A | $21.69 | 281.98 |
| 513-229-002-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 513-229-003-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 513-229-004-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 513-234-001-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-234-002-000 | 7,357.00 | 29,432.00 | A | $21.69 | 281.98 |
| 513-234-003-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-234-004-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 513-235-001-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-235-002-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-235-003-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-235-004-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 513-236-001-000 | 9,996.00 | 39,984.00 | A | $21.69 | 281.98 |
| 513-236-002-000 | 4,000.00 | 16,019.00 | A | $21.69 | 281.98 |
| 513-236-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-236-004-000 | 4,288.00 | 17,154.00 | A | $21.69 | 281.98 |
| 513-240-001-000 | 11,793.00 | 47,175.00 | A | $21.69 | 281.98 |
| 513-240-002-000 | 13,898.00 | 55,611.00 | A | $21.69 | 281.98 |
| 513-240-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-240-004-000 | 12,715.00 | 50,865.00 | A | $21.69 | 281.98 |
| 513-241-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-241-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-241-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-241-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-243-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-243-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-243-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-243-004-000 | 4,373.00 | 17,497.00 | A | $21.69 | 281.98 |
| 513-246-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-246-002-000 | 13,898.00 | 55,611.00 | A | $21.69 | 281.98 |
| 513-246-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-246-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-247-001-000 | 4,906.00 | 19,631.00 | A | $21.69 | 281.98 |
| 513-247-002-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 513-247-003-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 513-247-004-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 513-249-001-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-249-002-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-249-003-000 | 4,373.00 | 17,497.00 | A | $21.69 | 281.98 |
| 513-249-004-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 513-251-001-000 | 8,160.00 | 29,580.00 | A | $21.69 | 281.98 |
| 513-251-002-000 | 8,160.00 | 29,580.00 | A | $21.69 | 281.98 |
| 513-251-003-000 | 8,160.00 | 29,580.00 | A | $21.69 | 281.98 |
| 513-251-004-000 | 8,160.00 | 29,580.00 | A | $21.69 | 281.98 |
| 513-252-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-252-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-252-003-000 | 12,904.00 | 51,618.00 | A | $21.69 | 281.98 |
| 513-252-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-256-001-000 | 4,237.00 | 16,963.00 | A | $21.69 | 281.98 |
| 513-256-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-256-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-256-004-000 | 5,000.00 | 43,000.00 | A | $21.69 | 281.98 |
| 513-257-001-000 | 15,090.00 | 60,367.00 | A | $21.69 | 281.98 |
| 513-257-002-000 | 13,800.00 | 55,200.00 | A | $21.69 | 281.98 |
| 513-257-003-000 | 13,800.00 | 55,200.00 | A | $21.69 | 281.98 |
| 513-257-004-000 | 13,800.00 | 55,200.00 | A | $21.69 | 281.98 |
| 513-263-011-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-263-012-000 | 12,403.00 | 49,613.00 | A | $21.69 | 108.46 |
| 513-263-013-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 513-263-021-000 | 12,403.00 | 49,613.00 | A | $21.69 | 108.46 |
| 513-263-022-000 | 12,403.00 | 49,613.00 | A | $21.69 | 108.46 |
| 513-263-023-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 513-263-031-000 | 5,000.00 | 35,000.00 | A | $21.69 | 108.46 |
| 513-263-032-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-263-033-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 513-263-041-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 513-263-042-000 | 6,500.00 | 31,000.00 | A | $21.69 | 108.46 |
| 513-263-043-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 513-400-001-000 | 12,991.00 | 38,983.00 | A | $21.69 | 281.98 |
| 513-400-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-400-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 513-400-004-000 | 12,991.00 | 38,983.00 | A | $21.69 | 281.98 |
| 513-404-001-000 | 4,373.00 | 17,497.00 | A | $21.69 | 281.98 |
| 513-404-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-404-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-404-004-000 | 4,373.00 | 17,497.00 | A | $21.69 | 281.98 |
| 513-408-001-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 513-408-002-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 513-408-003-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 513-408-004-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 513-414-001-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 513-414-002-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 513-414-003-000 | 7,357.00 | 29,432.00 | A | $21.69 | 281.98 |
| 513-414-004-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 513-416-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-416-002-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 513-416-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 513-416-004-000 | 2,400.00 | 9,600.00 | A | $21.69 | 281.98 |
| 513-418-001-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 513-418-002-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 513-418-003-000 | 5,128.00 | 20,523.00 | A | $21.69 | 281.98 |
| 513-418-004-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 514-100-011-000 | 2,496.00 | 9,987.00 | A | $21.69 | 108.46 |
| 514-100-012-000 | 5,100.00 | 15,300.00 | A | $21.69 | 108.46 |
| 514-100-013-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 514-100-021-000 | 5,360.00 | 21,443.00 | A | $21.69 | 108.46 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 514-100-022-000 | 2,898.00 | 10,483.00 | A | $21.69 | 108.46 |
| 514-100-023-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 514-100-031-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 514-100-032-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 514-100-033-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 514-100-041-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 514-100-042-000 | 5,000.00 | 45,000.00 | A | $21.69 | 108.46 |
| 514-100-043-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 514-102-001-000 | 4,942.00 | 19,789.00 | A | $21.69 | 281.98 |
| 514-102-002-000 | 6,306.00 | 25,226.00 | A | $21.69 | 281.98 |
| 514-102-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-102-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-103-001-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 514-103-002-000 | 5,203.00 | 20,825.00 | A | $21.69 | 281.98 |
| 514-103-003-000 | 5,246.00 | 20,995.00 | A | $21.69 | 281.98 |
| 514-103-004-000 | 5,246.00 | 20,995.00 | A | $21.69 | 281.98 |
| 514-104-001-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-104-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-104-003-000 | 5,004.00 | 20,023.00 | A | $21.69 | 281.98 |
| 514-104-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-105-001-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 514-105-002-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 514-105-003-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 514-105-004-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 514-106-001-000 | 10,200.00 | 40,800.00 | A | $21.69 | 281.98 |
| 514-106-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-106-003-000 | 10,200.00 | 40,800.00 | A | $21.69 | 281.98 |
| 514-106-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-107-001-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 514-107-002-000 | 4,707.00 | 18,846.00 | A | $21.69 | 281.98 |
| 514-107-003-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 514-107-004-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 514-108-011-000 | 21,625.00 | 86,526.00 | A | $21.69 | 108.46 |
| 514-108-012-000 | 4,600.00 | 18,400.00 | A | $21.69 | 108.46 |
| 514-108-013-000 | 1,300.00 | 5,200.00 | A | $21.69 | 65.08 |
| 514-108-021-000 | 4,600.00 | 18,400.00 | A | $21.69 | 108.46 |
| 514-108-022-000 | 4,600.00 | 18,400.00 | A | $21.69 | 108.46 |
| 514-108-023-000 | 1,300.00 | 5,200.00 | A | $21.69 | 65.08 |
| 514-108-031-000 | 4,200.00 | 16,800.00 | A | $21.69 | 108.46 |
| 514-108-032-000 | 4,200.00 | 16,800.00 | A | $21.69 | 108.46 |
| 514-108-033-000 | 1,300.00 | 5,200.00 | A | $21.69 | 65.08 |
| 514-108-041-000 | 4,200.00 | 16,800.00 | A | $21.69 | 108.46 |
| 514-108-042-000 | 4,200.00 | 16,800.00 | A | $21.69 | 108.46 |
| 514-108-043-000 | 1,300.00 | 5,200.00 | A | $21.69 | 65.08 |
| 514-109-001-000 | 10,200.00 | 40,800.00 | A | $21.69 | 281.98 |
| 514-109-002-000 | 4,548.00 | 18,201.00 | A | $21.69 | 281.98 |
| 514-109-003-000 | 10,200.00 | 40,800.00 | A | $21.69 | 281.98 |
| 514-109-004-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 514-110-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-110-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-110-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-110-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-113-001-000 | 11,200.00 | 44,800.00 | A | $21.69 | 281.98 |
| 514-113-002-000 | 8,365.00 | 33,464.00 | A | $21.69 | 281.98 |
| 514-113-003-000 | 8,748.00 | 34,994.00 | A | $21.69 | 281.98 |
| 514-113-004-000 | 17,686.00 | 70,747.00 | A | $21.69 | 281.98 |
| 514-114-001-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 514-114-002-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 514-114-003-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 514-114-004-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 514-117-001-000 | 21,800.00 | 87,200.00 | A | $21.69 | 281.98 |
| 514-117-002-000 | 32,347.00 | 129,398.00 | A | $21.69 | 281.98 |
| 514-117-003-000 | 31,856.00 | 127,433.00 | A | $21.69 | 281.98 |
| 514-117-004-000 | 21,800.00 | 87,200.00 | A | $21.69 | 281.98 |
| 514-118-001-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 514-118-002-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 514-118-003-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 514-118-004-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 514-150-001-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 514-150-002-000 | 4,727.00 | 18,931.00 | A | $21.69 | 281.98 |
| 514-150-003-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 514-150-004-000 | 5,178.00 | 20,732.00 | A | $21.69 | 281.98 |
| 514-154-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-154-002-000 | 13,013.00 | 52,073.00 | A | $21.69 | 281.98 |
| 514-154-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-154-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-157-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-157-002-000 | 4,000.00 | 16,019.00 | A | $21.69 | 281.98 |
| 514-157-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-157-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-158-001-000 | 4,906.00 | 14,725.00 | A | $21.69 | 281.98 |
| 514-158-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-158-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-158-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-200-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-200-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-200-003-000 | 4,548.00 | 18,201.00 | A | $21.69 | 281.98 |
| 514-200-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-201-001-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 514-201-002-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 514-201-003-000 | 3,800.00 | 15,200.00 | A | $21.69 | 281.98 |
| 514-201-004-000 | 5,576.00 | 22,308.00 | A | $21.69 | 281.98 |
| 514-202-001-000 | 3,790.00 | 15,168.00 | A | $21.69 | 281.98 |
| 514-202-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-202-003-000 | 3,790.00 | 15,168.00 | A | $21.69 | 281.98 |
| 514-202-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-203-001-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 514-203-002-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 514-203-003-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 514-203-004-000 | 6,242.00 | 24,969.00 | A | $21.69 | 281.98 |
| 514-204-001-000 | 7,282.00 | 29,131.00 | A | $21.69 | 281.98 |
| 514-204-002-000 | 7,140.00 | 28,560.00 | A | $21.69 | 281.98 |
| 514-204-003-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 514-204-004-000 | 6,003.00 | 24,024.00 | A | $21.69 | 281.98 |
| 514-209-001-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 514-209-002-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 514-209-003-000 | 13,558.00 | 54,242.00 | A | $21.69 | 281.98 |
| 514-209-004-000 | 15,927.00 | 63,715.00 | A | $21.69 | 281.98 |
| 514-210-001-000 | 12,028.00 | 48,119.00 | A | $21.69 | 281.98 |
| 514-210-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-210-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-210-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-211-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-211-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-211-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-211-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-214-001-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-214-002-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-214-003-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |
| 514-214-004-000 | 3,400.00 | 13,600.00 | A | $21.69 | 281.98 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 514-220-011-000 | 13,937.00 | 55,753.00 | A | $21.69 | 108.46 |
| 514-220-012-000 | 14,723.00 | 58,897.00 | A | $21.69 | 108.46 |
| 514-220-013-000 | 4,000.00 | 16,000.00 | A | $21.69 | 65.08 |
| 514-220-021-000 | 15,617.00 | 62,487.00 | A | $21.69 | 108.46 |
| 514-220-022-000 | 13,200.00 | 52,800.00 | A | $21.69 | 108.46 |
| 514-220-023-000 | 4,000.00 | 16,000.00 | A | $21.69 | 65.08 |
| 514-220-031-000 | 13,200.00 | 52,800.00 | A | $21.69 | 108.46 |
| 514-220-032-000 | 13,200.00 | 52,800.00 | A | $21.69 | 108.46 |
| 514-220-033-000 | 10,200.00 | 40,800.00 | A | $21.69 | 65.08 |
| 514-220-041-000 | 13,200.00 | 52,800.00 | A | $21.69 | 108.46 |
| 514-220-042-000 | 13,200.00 | 52,800.00 | A | $21.69 | 108.46 |
| 514-220-043-000 | 4,000.00 | 16,000.00 | A | $21.69 | 65.08 |
| 514-224-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-224-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-224-003-000 | 9,996.00 | 39,984.00 | A | $21.69 | 281.98 |
| 514-224-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-227-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-227-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-227-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-227-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-228-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-228-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-228-003-000 | 14,280.00 | 57,120.00 | A | $21.69 | 281.98 |
| 514-228-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-229-001-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 514-229-002-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 514-229-003-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 514-229-004-000 | 8,748.00 | 34,994.00 | A | $21.69 | 281.98 |
| 514-234-001-000 | 6,560.00 | 26,245.00 | A | $21.69 | 281.98 |
| 514-234-002-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 514-234-003-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 514-234-004-000 | 6,000.00 | 24,000.00 | A | $21.69 | 281.98 |
| 514-235-001-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 514-235-002-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 514-235-003-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 514-235-004-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 514-236-001-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 514-236-002-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 514-236-003-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 514-236-004-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 514-240-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-240-002-000 | 13,249.00 | 53,021.00 | A | $21.69 | 281.98 |
| 514-240-003-000 | 12,513.00 | 50,061.00 | A | $21.69 | 281.98 |
| 514-240-004-000 | 10,000.00 | 40,000.00 | A | $21.69 | 281.98 |
| 514-241-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-241-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-241-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-241-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-243-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-243-002-000 | 4,000.00 | 16,019.00 | A | $21.69 | 281.98 |
| 514-243-003-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 514-243-004-000 | 7,803.00 | 31,212.00 | A | $21.69 | 281.98 |
| 514-246-011-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 514-246-012-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 514-246-013-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 514-246-021-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 514-246-022-000 | 11,561.00 | 46,250.00 | A | $21.69 | 108.46 |
| 514-246-023-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 514-246-031-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 514-246-032-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 514-246-033-000 | 2,200.00 | 8,800.00 | A | $21.69 | 65.08 |
| 514-246-041-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 514-246-042-000 | 7,000.00 | 28,000.00 | A | $21.69 | 108.46 |
| 514-246-043-000 | 2,596.00 | 10,410.00 | A | $21.69 | 65.08 |
| 514-247-001-000 | 5,100.00 | 17,340.00 | A | $21.69 | 281.98 |
| 514-247-002-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 514-247-003-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 514-247-004-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 514-249-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-249-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-249-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-249-004-000 | 4,459.00 | 17,845.00 | A | $21.69 | 281.98 |
| 514-251-011-000 | 10,000.00 | 40,000.00 | A | $21.69 | 108.46 |
| 514-251-012-000 | 11,828.00 | 47,339.00 | A | $21.69 | 108.46 |
| 514-251-013-000 | 3,765.00 | 15,076.00 | A | $21.69 | 65.08 |
| 514-251-021-000 | 7,600.00 | 30,400.00 | A | $21.69 | 108.46 |
| 514-251-022-000 | 10,000.00 | 40,000.00 | A | $21.69 | 108.46 |
| 514-251-023-000 | 3,200.00 | 12,800.00 | A | $21.69 | 65.08 |
| 514-251-031-000 | 8,646.00 | 11,830.00 | A | $21.69 | 108.46 |
| 514-251-032-000 | 10,000.00 | 40,000.00 | A | $21.69 | 108.46 |
| 514-251-033-000 | 3,200.00 | 12,800.00 | A | $21.69 | 65.08 |
| 514-251-041-000 | 8,646.00 | 34,587.00 | A | $21.69 | 108.46 |
| 514-251-042-000 | 11,153.00 | 44,618.00 | A | $21.69 | 108.46 |
| 514-251-043-000 | 3,200.00 | 12,800.00 | A | $21.69 | 65.08 |
| 514-252-001-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-252-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-252-003-000 | 12,028.00 | 48,119.00 | A | $21.69 | 281.98 |
| 514-252-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-253-001-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 514-253-002-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 514-253-003-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 514-253-004-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 514-256-001-000 | 4,253.00 | 17,037.00 | A | $21.69 | 281.98 |
| 514-256-002-000 | 5,300.00 | 27,700.00 | A | $21.69 | 281.98 |
| 514-256-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-256-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-258-001-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-258-002-000 | 5,576.00 | 22,308.00 | A | $21.69 | 281.98 |
| 514-258-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-258-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-260-001-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-260-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-260-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-260-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 514-262-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-262-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-262-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-262-004-000 | 4,000.00 | 16,019.00 | A | $21.69 | 281.98 |
| 514-263-001-000 | 12,651.00 | 50,606.00 | A | $21.69 | 281.98 |
| 514-263-002-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-263-003-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-263-004-000 | 11,800.00 | 47,200.00 | A | $21.69 | 281.98 |
| 514-400-011-000 | 7,140.00 | 28,560.00 | A | $21.69 | 108.46 |
| 514-400-012-000 | 4,000.00 | 16,000.00 | A | $21.69 | 108.46 |
| 514-400-013-000 | 1,400.00 | 5,600.00 | A | $21.69 | 65.08 |
| 514-400-021-000 | 4,000.00 | 16,000.00 | A | $21.69 | 108.46 |
| 514-400-022-000 | 4,000.00 | 16,000.00 | A | $21.69 | 108.46 |
| 514-400-023-000 | 1,400.00 | 5,600.00 | A | $21.69 | 65.08 |
| 514-400-031-000 | 7,140.00 | 28,560.00 | A | $21.69 | 108.46 |
| 514-400-032-000 | 6,690.00 | 26,769.00 | A | $21.69 | 108.46 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 514-400-033-000 | 1,400.00 | 5,600.00 | A | $21.69 | 65.08 |
| 514-400-041-000 | 4,000.00 | 16,000.00 | A | $21.69 | 108.46 |
| 514-400-042-000 | 4,000.00 | 16,000.00 | A | $21.69 | 108.46 |
| 514-400-043-000 | 1,400.00 | 5,600.00 | A | $21.69 | 65.08 |
| 514-408-001-000 | 12,000.00 | 48,000.00 | A | $21.69 | 281.98 |
| 514-408-002-000 | 15,000.00 | 60,000.00 | A | $21.69 | 281.98 |
| 514-408-003-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 514-408-004-000 | 16,646.00 | 66,585.00 | A | $21.69 | 281.98 |
| 514-414-001-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 514-414-002-000 | 7,806.00 | 31,232.00 | A | $21.69 | 281.98 |
| 514-414-003-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 514-414-004-000 | 6,400.00 | 25,600.00 | A | $21.69 | 281.98 |
| 514-416-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-416-002-000 | 4,906.00 | 14,725.00 | A | $21.69 | 281.98 |
| 514-416-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-416-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 514-418-001-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 514-418-002-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 514-418-003-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 514-418-004-000 | 4,600.00 | 18,400.00 | A | $21.69 | 281.98 |
| 515-100-011-000 | 1,092.00 | 4,373.00 | A | $21.69 | 108.46 |
| 515-100-012-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 515-100-013-000 | 1,092.00 | 4,373.00 | A | $21.69 | 65.08 |
| 515-100-021-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 515-100-022-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 515-100-023-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 515-100-031-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 515-100-032-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 515-100-033-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 515-100-041-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 515-100-042-000 | 2,400.00 | 9,600.00 | A | $21.69 | 108.46 |
| 515-100-043-000 | 1,000.00 | 4,000.00 | A | $21.69 | 65.08 |
| 515-102-001-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 515-102-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 515-102-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 515-102-004-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 515-103-001-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-103-002-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-103-003-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-103-004-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-104-001-000 | 4,942.00 | 19,789.00 | A | $21.69 | 281.98 |
| 515-104-002-000 | 4,942.00 | 19,789.00 | A | $21.69 | 281.98 |
| 515-104-003-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 515-104-004-000 | 4,942.00 | 19,789.00 | A | $21.69 | 281.98 |
| 515-105-001-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 515-105-002-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 515-105-003-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 515-105-004-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 515-106-001-000 | 10,200.00 | 40,800.00 | A | $21.69 | 281.98 |
| 515-106-002-000 | 4,200.00 | 16,800.00 | A | $21.69 | 281.98 |
| 515-106-003-000 | 4,930.00 | 19,727.00 | A | $21.69 | 281.98 |
| 515-106-004-000 | 5,467.00 | 21,871.00 | A | $21.69 | 281.98 |
| 515-107-001-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 515-107-002-000 | 4,124.00 | 16,506.00 | A | $21.69 | 281.98 |
| 515-107-003-000 | 5,360.00 | 21,443.00 | A | $21.69 | 281.98 |
| 515-107-004-000 | 4,124.00 | 16,506.00 | A | $21.69 | 281.98 |
| 515-108-001-000 | 16,600.00 | 66,400.00 | A | $21.69 | 281.98 |
| 515-108-002-000 | 16,600.00 | 66,400.00 | A | $21.69 | 281.98 |
| 515-108-003-000 | 16,600.00 | 66,400.00 | A | $21.69 | 281.98 |
| 515-108-004-000 | 14,000.00 | 126,000.00 | A | $21.69 | 281.98 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 515-109-001-000 | 15,309.00 | 61,242.00 | A | $21.69 | 281.98 |
| 515-109-002-000 | 14,715.00 | 58,865.00 | A | $21.69 | 281.98 |
| 515-109-003-000 | 15,615.00 | 62,466.00 | A | $21.69 | 281.98 |
| 515-109-004-000 | 13,000.00 | 52,000.00 | A | $21.69 | 281.98 |
| 515-112-011-000 | 14,294.00 | 57,183.00 | A | $21.69 | 108.46 |
| 515-112-012-000 | 13,600.00 | 54,400.00 | A | $21.69 | 108.46 |
| 515-112-013-000 | 4,200.00 | 16,800.00 | A | $21.69 | 65.08 |
| 515-112-021-000 | 13,600.00 | 54,400.00 | A | $21.69 | 108.46 |
| 515-112-022-000 | 13,600.00 | 54,400.00 | A | $21.69 | 108.46 |
| 515-112-023-000 | 4,965.00 | 19,878.00 | A | $21.69 | 65.08 |
| 515-112-031-000 | 13,600.00 | 54,400.00 | A | $21.69 | 108.46 |
| 515-112-032-000 | 13,600.00 | 54,400.00 | A | $21.69 | 108.46 |
| 515-112-033-000 | 4,942.00 | 19,789.00 | A | $21.69 | 65.08 |
| 515-112-041-000 | 13,600.00 | 54,400.00 | A | $21.69 | 108.46 |
| 515-112-042-000 | 13,600.00 | 54,400.00 | A | $21.69 | 108.46 |
| 515-112-043-000 | 5,688.00 | 22,755.00 | A | $21.69 | 65.08 |
| 515-113-001-000 | 7,400.00 | 29,600.00 | A | $21.69 | 281.98 |
| 515-113-002-000 | 8,251.00 | 33,016.00 | A | $21.69 | 281.98 |
| 515-113-003-000 | 7,777.00 | 31,114.00 | A | $21.69 | 281.98 |
| 515-113-004-000 | 7,400.00 | 29,600.00 | A | $21.69 | 281.98 |
| 515-114-001-000 | 22,600.00 | 90,400.00 | A | $21.69 | 281.98 |
| 515-114-002-000 | 22,600.00 | 90,400.00 | A | $21.69 | 281.98 |
| 515-114-003-000 | 22,600.00 | 90,400.00 | A | $21.69 | 281.98 |
| 515-114-004-000 | 22,600.00 | 90,400.00 | A | $21.69 | 281.98 |
| 515-115-001-000 | 5,600.00 | 22,400.00 | A | $21.69 | 281.98 |
| 515-115-002-000 | 8,081.00 | 24,255.00 | A | $21.69 | 281.98 |
| 515-115-003-000 | 5,600.00 | 22,400.00 | A | $21.69 | 281.98 |
| 515-115-004-000 | 6,245.00 | 24,985.00 | A | $21.69 | 281.98 |
| 515-150-011-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-012-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-013-000 | 1,600.00 | 6,400.00 | A | $21.69 | 65.08 |
| 515-150-021-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-022-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-023-000 | 1,600.00 | 6,400.00 | A | $21.69 | 65.08 |
| 515-150-031-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-032-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-033-000 | 1,600.00 | 6,400.00 | A | $21.69 | 65.08 |
| 515-150-041-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-042-000 | 3,800.00 | 15,200.00 | A | $21.69 | 108.46 |
| 515-150-043-000 | 1,600.00 | 6,400.00 | A | $21.69 | 65.08 |
| 515-152-001-000 | 8,660.00 | 25,987.00 | A | $21.69 | 281.98 |
| 515-152-002-000 | 7,140.00 | 28,560.00 | A | $21.69 | 281.98 |
| 515-152-003-000 | 7,000.00 | 28,000.00 | A | $21.69 | 281.98 |
| 515-152-004-000 | 7,000.00 | 28,000.00 | A | $21.69 | 281.98 |
| 515-226-011-000 | 1,400.00 | 5,600.00 | A | $21.69 | 108.46 |
| 515-226-012-000 | 1,400.00 | 5,600.00 | A | $21.69 | 108.46 |
| 515-226-013-000 | 440.00 | 1,760.00 | A | $21.69 | 65.08 |
| 515-226-021-000 | 1,651.00 | 6,621.00 | A | $21.69 | 108.46 |
| 515-226-022-000 | 1,400.00 | 5,600.00 | A | $21.69 | 108.46 |
| 515-226-023-000 | 440.00 | 1,760.00 | A | $21.69 | 65.08 |
| 515-226-031-000 | 1,400.00 | 5,600.00 | A | $21.69 | 108.46 |
| 515-226-032-000 | 1,400.00 | 5,600.00 | A | $21.69 | 108.46 |
| 515-226-033-000 | 440.00 | 1,760.00 | A | $21.69 | 65.08 |
| 515-226-041-000 | 1,400.00 | 5,600.00 | A | $21.69 | 108.46 |
| 515-226-042-000 | 1,400.00 | 5,600.00 | A | $21.69 | 108.46 |
| 515-226-043-000 | 440.00 | 1,760.00 | A | $21.69 | 65.08 |
| 515-227-001-000 | 4,067.00 | 16,284.00 | A | $21.69 | 281.98 |
| 515-227-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-227-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-227-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 515-228-001-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-228-002-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-228-003-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-228-004-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-229-001-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-229-002-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-229-003-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-229-004-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-234-001-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-234-002-000 | 23,000.00 | 92,000.00 | A | $21.69 | 281.98 |
| 515-234-003-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-234-004-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-235-001-000 | 1,530.00 | 6,123.00 | A | $21.69 | 281.98 |
| 515-235-002-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-235-003-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-235-004-000 | 23,000.00 | 92,000.00 | A | $21.69 | 281.98 |
| 515-238-001-000 | 3,152.00 | 14,715.00 | A | $21.69 | 281.98 |
| 515-238-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-238-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-238-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-240-001-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 515-240-002-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 515-240-003-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 515-240-004-000 | 13,600.00 | 54,400.00 | A | $21.69 | 281.98 |
| 515-241-001-000 | 4,080.00 | 13,260.00 | A | $21.69 | 281.98 |
| 515-241-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-241-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-241-004-000 | 4,000.00 | 16,000.00 | A | $21.69 | 281.98 |
| 515-243-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-243-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-243-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-243-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-246-001-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-246-002-000 | 18,201.00 | 72,817.00 | A | $21.69 | 281.98 |
| 515-246-003-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-246-004-000 | 19,000.00 | 76,000.00 | A | $21.69 | 281.98 |
| 515-247-001-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-247-002-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-247-003-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-247-004-000 | 4,800.00 | 19,200.00 | A | $21.69 | 281.98 |
| 515-250-001-000 | 3,826.00 | 15,309.00 | A | $21.69 | 281.98 |
| 515-250-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-250-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-250-004-000 | 5,100.00 | 17,340.00 | A | $21.69 | 281.98 |
| 515-252-001-000 | 15,000.00 | 60,000.00 | A | $21.69 | 281.98 |
| 515-252-002-000 | 15,000.00 | 60,000.00 | A | $21.69 | 281.98 |
| 515-252-003-000 | 10,935.00 | 43,744.00 | A | $21.69 | 281.98 |
| 515-252-004-000 | 11,549.00 | 46,204.00 | A | $21.69 | 281.98 |
| 515-253-001-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-253-002-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-253-003-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-253-004-000 | 12,400.00 | 49,600.00 | A | $21.69 | 281.98 |
| 515-263-001-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 515-263-002-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 515-263-003-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 515-263-004-000 | 4,400.00 | 17,600.00 | A | $21.69 | 281.98 |
| 515-265-001-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-265-002-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-265-003-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |
| 515-265-004-000 | 3,600.00 | 14,400.00 | A | $21.69 | 281.98 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-132-001-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-132-002-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-132-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-006-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-132-007-000 | 2,000.00 | 8,000.00 | B | $32.22 | 32.22 |
| 526-132-008-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-132-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-011-000 | 1,324.00 | 6,175.00 | B | $32.22 | 32.22 |
| 526-132-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-014-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-132-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-019-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-132-020-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-132-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-023-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-132-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-132-025-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-132-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-132-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-132-028-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-132-029-000 | 728.00 | 2,913.00 | B | $32.22 | 32.22 |
| 526-132-030-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-132-031-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-132-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-132-033-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-132-034-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-132-035-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-132-036-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-132-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-132-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-132-039-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-132-040-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-132-041-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-132-042-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-132-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-046-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-132-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-132-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-132-050-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-132-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-132-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-134-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-003-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-134-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-007-000 | 4,253.00 | 17,037.00 | B | $32.22 | 32.22 |
| 526-134-008-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-134-009-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-134-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-012-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-134-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-018-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-134-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-021-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-134-022-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-134-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-025-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-134-026-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-134-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-134-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-134-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-033-000 | 1,000.00 | 6,000.00 | B | $32.22 | 32.22 |
| 526-134-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-035-000 | 1,700.00 | 6,800.00 | B | $32.22 | 32.22 |
| 526-134-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-037-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-134-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-134-040-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-134-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-043-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-134-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-045-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-134-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-134-047-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-134-048-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-134-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-134-051-000 | 4,930.00 | 19,727.00 | B | $32.22 | 32.22 |
| 526-134-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-140-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-007-000 | 4,154.00 | 16,631.00 | B | $32.22 | 32.22 |
| 526-140-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-011-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-140-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-140-017-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-140-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-140-019-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-140-020-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-140-021-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-022-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-023-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-140-024-000 | 1,720.00 | 6,880.00 | B | $32.22 | 32.22 |
| 526-140-025-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-140-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-140-028-000 | 1,703.00 | 6,824.00 | B | $32.22 | 32.22 |
| 526-140-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-033-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-140-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-035-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-140-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-140-039-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-140-040-000 | 2,159.00 | 8,646.00 | B | $32.22 | 32.22 |
| 526-140-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-140-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-140-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-140-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-140-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-140-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-140-047-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-140-048-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-140-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-140-051-000 | 5,230.00 | 20,933.00 | B | $32.22 | 32.22 |
| 526-140-052-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |
| 526-141-001-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-141-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-006-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-141-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-141-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-012-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-141-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-017-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-141-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-019-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-141-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-027-000 | 2,674.00 | 10,705.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-141-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-030-000 | 1,976.00 | 7,907.00 | B | $32.22 | 32.22 |
| 526-141-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-034-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-141-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-038-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-141-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-141-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-041-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-141-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-141-045-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-141-046-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-141-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-141-048-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-141-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-141-050-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-141-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-141-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-142-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-002-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-142-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-007-000 | 4,237.00 | 16,963.00 | B | $32.22 | 32.22 |
| 526-142-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-011-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-142-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-013-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-142-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-019-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-142-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-023-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-142-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-142-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-030-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-142-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-142-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-142-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-043-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-142-044-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-142-045-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-142-046-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-142-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-142-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-142-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-143-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-002-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-143-003-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-143-004-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-143-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-007-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-143-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-013-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-143-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-016-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-143-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-019-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-143-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-023-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-143-024-000 | 816.00 | 3,264.00 | B | $32.22 | 32.22 |
| 526-143-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-027-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 526-143-028-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-143-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-032-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-143-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-036-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-143-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-143-039-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-143-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-042-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-143-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-143-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-143-049-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-143-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-143-051-000 | 4,000.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-143-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-148-001-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-148-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-004-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-148-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-148-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-018-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-148-019-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-148-020-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-148-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-022-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-148-023-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-148-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-025-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-148-026-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-148-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-148-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-032-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-148-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-034-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-148-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-036-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-148-037-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-148-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-148-040-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-148-041-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-148-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-045-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-148-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-148-049-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-148-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-148-051-000 | 5,312.00 | 21,251.00 | B | $32.22 | 32.22 |
| 526-148-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-149-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-149-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-149-008-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-149-009-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-149-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-011-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-149-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-013-000 | 2,000.00 | 16,400.00 | B | $32.22 | 32.22 |
| 526-149-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-149-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-149-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-149-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-149-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-149-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-149-022-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-149-023-000 | 1,720.00 | 6,880.00 | B | $32.22 | 32.22 |
| 526-149-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-027-000 | 2,674.00 | 10,705.00 | B | $32.22 | 32.22 |
| 526-149-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-029-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-149-030-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-149-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-032-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-149-033-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-149-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-036-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-149-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-149-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-149-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-149-042-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-149-043-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-149-044-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-149-045-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-149-046-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-149-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-149-048-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-149-049-000 | 2,000.00 | 15,000.00 | B | $32.22 | 32.22 |
| 526-149-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-149-051-000 | 5,546.00 | 22,207.00 | B | $32.22 | 32.22 |
| 526-149-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-150-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-002-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-150-003-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-150-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-150-008-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-150-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-150-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-017-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-150-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-019-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-150-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-021-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-150-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-023-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-150-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-150-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-030-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-150-031-000 | 1,703.00 | 6,824.00 | B | $32.22 | 32.22 |
| 526-150-032-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-150-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-150-039-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-150-040-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-150-041-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-150-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-047-000 | 1,500.00 | 13,860.00 | B | $32.22 | 32.22 |
| 526-150-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-150-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-150-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-150-052-000 | 6,368.00 | 25,484.00 | B | $32.22 | 32.22 |
| 526-151-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-006-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-151-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-151-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-151-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-151-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-151-019-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-151-020-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-151-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-151-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-151-023-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-151-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-025-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-151-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-151-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-033-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-151-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-037-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-151-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-151-040-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-151-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-151-042-000 | 1,224.00 | 4,906.00 | B | $32.22 | 32.22 |
| 526-151-043-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-151-044-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-151-045-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-151-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-151-047-000 | 1,500.00 | 8,200.00 | B | $32.22 | 32.22 |
| 526-151-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-151-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-151-051-000 | 5,203.00 | 20,825.00 | B | $32.22 | 32.22 |
| 526-151-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-156-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-005-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-156-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-156-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-009-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-156-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-011-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-156-012-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-156-013-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-156-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-018-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-156-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-020-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-156-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-023-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-156-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-027-000 | 3,307.00 | 13,249.00 | B | $32.22 | 32.22 |
| 526-156-028-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-156-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-156-030-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-156-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-032-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-156-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-034-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-156-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-156-040-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-156-041-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-156-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-045-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-156-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-047-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-156-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-156-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-156-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-156-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-158-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-003-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-158-004-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-158-005-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-158-006-000 | 1,200.00 | 4,800.00 | B | $32.22 | 32.22 |
| 526-158-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-158-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-017-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 526-158-018-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-158-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-022-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-158-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-026-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-158-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-158-028-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-158-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-031-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-158-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-033-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-158-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-035-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-158-036-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-158-037-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-158-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-158-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-158-040-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-158-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-042-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-158-043-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-158-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-046-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-158-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-158-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-158-050-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 526-158-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-158-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-162-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-162-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-016-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-162-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-020-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-162-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-162-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-029-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-162-030-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-162-031-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-162-032-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-162-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-036-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-162-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-162-040-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-162-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-162-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-162-048-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-162-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-162-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-162-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-164-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-002-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-164-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-004-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-164-005-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-164-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-164-008-000 | 1,309.00 | 5,245.00 | B | $32.22 | 32.22 |
| 526-164-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-164-017-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-164-018-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-164-019-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-164-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-164-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-164-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-164-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-024-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-164-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-164-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-034-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-164-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-036-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-164-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-164-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-164-041-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-164-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-164-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-164-044-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-164-045-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-164-046-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-164-047-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-164-048-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-164-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-164-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-164-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-165-001-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-165-002-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-165-003-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-165-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-165-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-165-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-012-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-165-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-165-017-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-165-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-165-019-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-165-020-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-165-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-165-022-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-165-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-026-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-165-027-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-165-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-032-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-165-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-165-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-165-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-165-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-165-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-165-044-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-165-045-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-165-046-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-165-047-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-165-048-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-165-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-165-051-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 526-165-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-167-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-005-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-167-006-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-167-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-167-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-009-000 | 1,200.00 | 4,800.00 | B | $32.22 | 32.22 |
| 526-167-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-167-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-167-016-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-167-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-167-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-167-019-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-167-020-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-167-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-167-022-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-167-023-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-167-024-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-167-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-167-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-030-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-167-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-032-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-167-033-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-167-034-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-167-035-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-167-036-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-167-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-167-040-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |
| 526-167-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-167-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-167-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-167-044-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-167-045-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-167-046-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-167-047-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-167-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-167-049-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-167-050-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-167-051-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 526-167-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-169-001-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-169-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-169-003-000 | 2,000.00 | 15,000.00 | B | $32.22 | 32.22 |
| 526-169-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-169-005-000 | 2,000.00 | 15,000.00 | B | $32.22 | 32.22 |
| 526-169-006-000 | 1,000.00 | 8,750.00 | B | $32.22 | 32.22 |
| 526-169-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-169-008-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-169-009-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-169-010-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-169-011-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-169-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-169-013-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-169-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-169-016-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-169-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-169-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-169-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-026-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-169-027-000 | 2,674.00 | 10,705.00 | B | $32.22 | 32.22 |
| 526-169-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-029-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-169-030-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-169-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-032-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-169-033-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-169-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-035-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-169-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-169-040-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-169-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-042-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-169-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-044-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-169-045-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-169-046-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-169-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-169-048-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-169-049-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-169-050-000 | 2,000.00 | 8,000.00 | B | $32.22 | 32.22 |
| 526-169-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-169-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-200-001-000 | 59,391.00 | 237,585.00 | B | $32.22 | 1,643.22 |
| 526-201-001-000 | 59,391.00 | 237,585.00 | B | $32.22 | 1,643.22 |
| 526-203-001-000 | 59,871.00 | 239,518.00 | B | $32.22 | 1,675.44 |
| 526-205-001-000 | 59,871.00 | 239,518.00 | B | $32.22 | 1,675.44 |
| 526-206-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 526-207-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 526-212-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 526-213-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 526-214-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 526-215-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-215-002-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-215-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-004-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-215-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-215-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-215-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-215-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-215-008-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-215-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-016-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-215-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-018-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-215-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-215-020-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-215-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-023-510 | 941.00 | 3,781.00 | B | $32.22 | 16.12 |
| 526-215-023-520 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-215-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-025-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-215-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-027-000 | 2,942.00 | 11,772.00 | B | $32.22 | 32.22 |
| 526-215-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-215-031-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-215-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-035-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-215-036-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-215-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-215-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-215-038-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-215-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-215-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-215-047-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-215-048-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-215-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-215-051-000 | 5,128.00 | 20,523.00 | B | $32.22 | 32.22 |
| 526-215-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-220-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 526-221-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 526-223-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 526-229-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 526-231-001-000 | 59,871.00 | 239,518.00 | B | $32.22 | 1,675.44 |
| 526-232-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-002-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-232-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-232-008-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-232-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-016-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-232-017-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-232-018-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-232-019-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-232-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-232-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-232-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-232-023-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-232-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-026-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-232-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-232-028-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-232-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-031-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-232-032-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-232-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-034-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-232-035-000 | 958.00 | 3,856.00 | B | $32.22 | 32.22 |
| 526-232-036-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-232-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-232-040-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-232-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-232-042-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-232-043-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-232-044-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-232-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-232-046-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-232-047-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-232-048-000 | 856.00 | 3,429.00 | B | $32.22 | 32.22 |
| 526-232-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-232-050-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-232-051-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-232-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-234-001-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-234-002-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-234-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-234-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-010-000 | 2,272.00 | 9,099.00 | B | $32.22 | 32.22 |
| 526-234-011-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-234-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-016-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-234-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-026-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-234-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-234-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-234-030-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-234-031-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-234-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-033-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-234-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-036-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-234-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-234-038-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-234-039-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-234-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-041-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-234-042-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-234-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-234-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-234-048-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-234-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-234-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-234-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-235-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-002-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-235-003-000 | 1,362.00 | 5,457.00 | B | $32.22 | 32.22 |
| 526-235-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-235-008-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-235-009-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-235-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-011-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-235-012-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-235-013-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-235-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-022-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-235-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-025-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-235-026-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-235-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-235-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-030-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-235-031-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-235-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-235-037-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-235-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-235-039-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-235-040-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-235-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-235-042-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-235-043-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-235-044-000 | 476.00 | 1,922.00 | B | $32.22 | 32.22 |
| 526-235-045-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-235-046-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-235-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-235-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-235-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-235-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-237-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-237-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-011-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-237-012-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-237-013-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 526-237-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-017-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-237-018-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-237-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-020-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-237-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-022-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-237-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-027-000 | 3,307.00 | 13,249.00 | B | $32.22 | 32.22 |
| 526-237-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-030-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-237-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-032-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-237-033-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-237-034-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-237-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-237-036-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-237-037-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-237-038-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-237-039-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-237-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-042-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-237-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-045-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-237-046-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-237-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-237-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-237-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-237-050-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-237-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-237-052-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 526-239-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-003-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-239-004-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-239-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-239-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-010-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-239-011-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-239-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-239-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-023-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-239-024-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-239-025-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-239-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-239-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-030-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-239-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-239-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-239-046-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-239-047-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-239-048-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-239-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-239-050-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-239-051-000 | 5,416.00 | 21,675.00 | B | $32.22 | 32.22 |
| 526-239-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-240-001-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-240-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-240-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-006-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-240-007-000 | 3,866.00 | 15,471.00 | B | $32.22 | 32.22 |
| 526-240-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-010-000 | 2,000.00 | 18,600.00 | B | $32.22 | 32.22 |
| 526-240-011-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-240-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-022-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-240-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-024-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-240-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-026-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-240-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-240-028-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-240-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-034-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-240-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-240-039-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-240-040-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-240-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-042-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-240-043-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-240-044-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-240-045-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-240-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-240-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-240-050-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-240-051-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 526-240-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-242-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-004-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-242-005-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-242-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-242-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-242-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-018-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-242-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-020-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-242-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-026-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-242-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-242-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-035-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-242-036-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-242-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-242-038-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-242-039-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-242-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-041-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-242-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-242-046-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-242-047-000 | 1,500.00 | 8,200.00 | B | $32.22 | 32.22 |
| 526-242-048-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-242-049-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-242-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-242-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-242-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-245-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-006-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-245-007-000 | 3,344.00 | 13,383.00 | B | $32.22 | 32.22 |
| 526-245-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-010-000 | 2,272.00 | 9,099.00 | B | $32.22 | 32.22 |
| 526-245-011-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-245-012-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-245-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-014-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-245-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-245-021-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-245-022-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-245-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-245-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-245-028-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-245-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-030-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-245-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-036-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-245-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-038-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-245-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-245-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-046-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-245-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-245-048-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-245-049-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-245-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-245-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-245-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-247-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-007-000 | 2,942.00 | 11,772.00 | B | $32.22 | 32.22 |
| 526-247-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-009-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-247-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-018-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-247-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-021-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-247-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-247-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-247-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-247-026-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-247-027-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 526-247-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-247-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-247-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-247-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-247-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-247-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-247-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 16.12 |
| 526-247-034-000 | 1,966.00 | 7,872.00 | B | $32.22 | 16.12 |
| 526-247-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 16.12 |
| 526-247-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 16.12 |
| 526-247-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 16.12 |
| 526-247-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 16.12 |
| 526-247-039-000 | 2,044.00 | 8,193.00 | B | $32.22 | 16.12 |
| 526-247-040-000 | 900.00 | 3,600.00 | B | $32.22 | 16.12 |
| 526-247-041-000 | 900.00 | 3,600.00 | B | $32.22 | 16.12 |
| 526-247-042-000 | 900.00 | 3,600.00 | B | $32.22 | 16.12 |
| 526-247-043-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-247-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-045-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-247-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-247-048-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-247-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-247-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-247-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-248-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-007-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 526-248-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-010-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-248-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-012-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-248-013-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-248-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-022-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-248-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-025-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-248-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-248-028-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-248-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-030-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-248-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-034-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-248-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-248-038-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-248-039-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-248-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-248-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-044-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-248-045-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-248-046-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-248-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-248-048-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-248-049-000 | 1,000.00 | 8,500.00 | B | $32.22 | 32.22 |
| 526-248-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-248-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-248-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-250-001-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-250-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-250-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-013-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-250-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-017-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-250-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-021-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-250-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-023-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-250-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-250-028-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-250-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-033-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-250-034-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-250-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-250-039-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-250-040-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-250-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-042-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-250-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-044-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-250-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-250-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-250-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-250-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-250-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-253-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-253-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-016-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-253-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-253-018-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-253-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-253-020-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-253-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-253-022-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-253-023-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-253-024-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-253-025-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-253-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-253-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-030-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-253-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-037-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-253-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-253-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-253-041-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-253-042-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-253-043-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-253-044-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-253-045-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-253-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-253-047-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-253-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-253-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-253-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-253-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-255-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-003-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-255-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-255-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-255-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-012-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-255-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-019-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-255-020-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-255-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-024-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-255-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-255-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-029-000 | 2,000.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-255-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-255-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-042-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-255-043-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-255-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-045-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-255-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-255-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-255-050-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-255-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-255-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-256-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-002-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-256-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-006-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-256-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-256-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-014-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-256-016-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-256-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-256-018-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-256-019-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-256-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-256-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-256-022-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-256-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-256-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-030-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-256-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-032-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-256-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-256-037-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-256-038-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-256-039-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-256-040-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-256-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-256-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-256-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-256-044-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-256-045-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-256-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-256-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-256-048-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-256-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-256-050-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-256-051-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 526-256-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-258-001-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-258-002-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-258-003-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-258-004-000 | 1,144.00 | 4,577.00 | B | $32.22 | 32.22 |
| 526-258-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-258-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-258-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-258-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-258-009-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-258-010-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-258-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-258-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-258-013-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-258-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-258-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-017-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-258-018-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-258-019-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-258-020-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-258-021-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-258-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-023-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-258-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-258-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-258-026-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-258-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-258-028-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-258-029-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-258-030-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-258-031-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-258-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-258-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-258-034-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-258-035-000 | 958.00 | 3,856.00 | B | $32.22 | 32.22 |
| 526-258-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-258-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-258-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-258-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-258-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-041-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-258-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-258-048-000 | 550.00 | 2,750.00 | B | $32.22 | 32.22 |
| 526-258-049-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-258-050-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-258-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-258-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-262-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-005-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-262-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-007-000 | 3,866.00 | 15,471.00 | B | $32.22 | 32.22 |
| 526-262-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-016-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-262-017-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-262-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-262-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-022-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-262-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-262-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-029-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-262-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-031-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-262-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-033-000 | 1,000.00 | 6,000.00 | B | $32.22 | 32.22 |
| 526-262-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-262-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-262-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-262-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-047-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-262-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-262-049-000 | 2,000.00 | 16,400.00 | B | $32.22 | 32.22 |
| 526-262-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-262-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-262-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-264-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-003-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-264-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-006-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-264-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-264-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-012-000 | 1,324.00 | 6,175.00 | B | $32.22 | 32.22 |
| 526-264-013-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-264-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-264-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-264-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-264-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-264-020-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-021-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-264-022-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-264-023-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-264-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-264-028-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-264-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-030-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-264-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-032-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-264-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-034-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-264-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-036-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-264-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-264-040-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-264-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-264-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-264-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-264-044-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-264-045-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-264-046-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-264-047-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-264-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-264-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-264-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-264-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-265-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-006-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-265-007-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-265-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-011-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 526-265-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-014-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-265-016-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-265-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-024-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-265-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-265-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-034-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-265-035-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-265-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-265-037-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-265-038-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-265-039-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-265-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-043-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-265-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-046-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-265-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-265-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-265-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-265-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-266-001-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-266-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-003-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-266-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-266-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-013-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-266-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-016-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-266-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-022-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-266-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-026-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-266-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-266-028-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-266-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-030-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-266-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-033-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-266-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-036-000 | 942.00 | 3,782.00 | B | $32.22 | 32.22 |
| 526-266-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-266-039-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-266-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-044-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-266-045-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-266-046-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-266-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-266-048-000 | 856.00 | 3,429.00 | B | $32.22 | 32.22 |
| 526-266-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-266-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-266-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-267-001-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-267-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-004-000 | 1,683.00 | 6,754.00 | B | $32.22 | 32.22 |
| 526-267-005-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-267-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-267-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-010-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-267-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-012-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-267-013-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-267-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-024-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-267-025-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-267-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-267-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-034-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-267-035-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-267-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-267-037-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-267-038-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-267-039-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-267-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-041-000 | 856.00 | 3,429.00 | B | $32.22 | 32.22 |
| 526-267-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-043-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |
| 526-267-044-000 | 612.00 | 2,455.00 | B | $32.22 | 32.22 |
| 526-267-045-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-267-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-047-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-267-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-267-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-267-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-267-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-268-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-007-000 | 2,951.00 | 11,810.00 | B | $32.22 | 32.22 |
| 526-268-008-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-268-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-010-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-268-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-013-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-268-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-268-021-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-268-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-024-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-268-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-268-028-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 526-268-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-033-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-268-034-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-268-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-268-038-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-268-039-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-268-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-043-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-268-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-268-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-268-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-268-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-269-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-003-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-269-004-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-269-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-269-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-018-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-269-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-022-000 | 1,500.00 | 8,200.00 | B | $32.22 | 32.22 |
| 526-269-023-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-269-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-269-025-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-269-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-269-027-000 | 3,700.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-269-028-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-269-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-269-030-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-269-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-269-032-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-269-033-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-269-034-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-269-035-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-269-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-269-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-269-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-269-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-269-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-043-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-269-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-045-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-269-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-269-049-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-269-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-269-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-269-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-301-001-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-301-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-003-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-301-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-005-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-301-006-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-301-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-301-008-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-301-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-016-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |
| 526-301-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-019-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-301-020-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-301-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-022-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-301-023-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-301-024-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-301-025-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-301-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-301-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-301-028-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-301-029-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-301-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-301-031-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-301-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-301-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-301-034-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-301-035-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-301-036-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-301-037-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-301-038-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-301-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-301-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-042-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-301-043-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-301-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-301-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-301-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-301-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-305-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-002-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-305-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-006-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-305-007-000 | 2,951.00 | 11,810.00 | B | $32.22 | 32.22 |
| 526-305-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-009-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-305-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-305-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-305-025-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-305-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-305-026-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-305-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-305-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-305-029-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-305-030-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-305-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-305-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-305-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-305-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 16.12 |
| 526-305-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 16.12 |
| 526-305-035-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-305-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-305-037-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-305-038-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-305-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-305-040-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-305-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-044-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-305-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-305-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-305-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-305-050-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-305-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-305-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-306-001-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-306-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-306-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-010-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-306-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-014-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-306-016-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-306-017-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-306-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-306-019-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-306-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-022-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-306-023-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-306-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-306-025-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-306-026-000 | 2,054.00 | 8,233.00 | B | $32.22 | 32.22 |
| 526-306-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-306-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-306-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-306-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-306-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-306-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-306-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-306-033-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-306-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-306-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-306-036-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-306-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-306-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-306-038-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-306-039-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-306-040-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-306-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-045-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-306-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-047-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-306-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-306-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-306-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-306-052-000 | 4,000.00 | 21,000.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-307-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-003-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-307-004-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-307-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-307-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-012-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-307-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-019-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-307-020-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-307-021-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-307-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-024-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-307-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-307-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-307-028-520 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-307-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-307-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-307-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-036-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-307-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-307-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-307-038-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-307-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-307-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-307-040-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-307-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-042-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-307-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-045-000 | 840.00 | 3,360.00 | B | $32.22 | 32.22 |
| 526-307-046-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-307-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-307-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-307-050-000 | 3,000.00 | 28,300.00 | B | $32.22 | 32.22 |
| 526-307-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-307-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-312-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-004-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-312-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-312-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-009-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-312-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-011-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-312-012-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-312-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-312-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-312-016-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-312-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-312-021-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-312-022-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-312-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-312-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-029-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-312-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-031-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-312-032-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-312-033-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-312-033-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-312-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-035-510 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 526-312-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-312-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-037-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-312-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-312-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-312-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-046-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-312-047-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-312-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-312-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-312-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-312-052-000 | 5,688.00 | 22,755.00 | B | $32.22 | 32.22 |
| 526-313-001-000 | 2,000.00 | 8,000.00 | B | $32.22 | 32.22 |
| 526-313-002-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-313-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-006-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-313-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-313-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-313-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-313-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-313-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-016-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-313-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-018-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-313-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-026-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-313-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-313-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-029-520 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-313-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-031-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-313-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-313-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-313-039-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-313-040-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-313-041-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-313-042-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-313-043-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-313-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-313-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-313-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-313-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-314-001-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-314-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-005-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-314-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-314-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-011-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-314-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-314-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-022-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-314-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-314-024-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-314-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-314-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-314-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-314-028-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-314-029-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-314-030-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-314-031-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-314-032-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-314-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-314-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-314-035-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-314-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-314-036-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-314-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-314-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-314-038-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-314-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-314-039-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-314-040-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-314-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-043-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-314-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-314-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-314-050-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-314-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-314-052-000 | 4,000.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-315-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-002-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-315-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-315-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-315-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-315-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-315-025-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-315-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-315-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-315-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-315-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-315-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-315-029-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-315-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-315-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-315-032-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-315-033-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-315-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-315-035-510 | 1,054.00 | 4,237.00 | B | $32.22 | 16.12 |
| 526-315-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-315-036-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-315-037-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-315-037-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-315-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-315-039-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-315-040-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-315-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-044-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-315-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-315-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-315-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-315-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-315-052-000 | 5,541.00 | 22,174.00 | B | $32.22 | 32.22 |
| 526-320-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-004-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-320-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-320-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-016-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-320-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-320-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-320-019-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-320-020-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-320-021-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-320-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-320-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-027-000 | 3,294.00 | 13,191.00 | B | $32.22 | 32.22 |
| 526-320-028-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-320-029-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-320-030-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-320-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-032-510 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 526-320-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-320-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-035-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-320-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-320-037-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-320-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-320-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-320-039-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-320-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-320-041-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-320-042-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-320-043-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-320-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-320-045-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 526-320-046-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 526-320-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-320-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-320-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-320-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-320-052-000 | 5,673.00 | 22,718.00 | B | $32.22 | 32.22 |
| 526-321-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-007-000 | 2,913.00 | 11,652.00 | B | $32.22 | 32.22 |
| 526-321-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-011-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-321-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-016-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-321-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-321-019-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-321-020-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-321-021-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-321-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-024-510 | 1,135.00 | 4,548.00 | B | $32.22 | 16.12 |
| 526-321-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-321-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-321-026-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-321-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-321-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-321-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-321-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-032-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-321-033-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-321-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-035-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-321-036-510 | 1,135.00 | 4,548.00 | B | $32.22 | 16.12 |
| 526-321-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-321-037-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-321-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-321-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-041-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-321-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-045-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-321-046-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-321-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-321-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-321-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-321-052-000 | 6,000.00 | 24,000.00 | B | $32.22 | 32.22 |
| 526-323-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-003-000 | 2,000.00 | 18,600.00 | B | $32.22 | 32.22 |
| 526-323-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-007-000 | 3,010.00 | 12,045.00 | B | $32.22 | 32.22 |
| 526-323-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-009-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-323-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-323-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-019-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-323-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-021-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-323-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-323-025-520 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 526-323-026-000 | 2,000.00 | 12,600.00 | B | $32.22 | 32.22 |
| 526-323-027-000 | 3,700.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-323-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-030-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-323-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-037-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-323-038-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-323-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-323-040-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-323-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-044-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-323-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-323-047-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-323-048-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-323-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-323-050-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-323-051-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-323-052-000 | 4,000.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-329-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-003-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-329-004-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-329-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-329-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-009-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-329-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-016-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-329-017-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-329-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-329-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-329-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-329-021-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-329-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-329-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-026-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-329-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-329-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-029-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-329-030-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-329-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-329-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-329-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-035-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-329-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-329-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-329-038-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-329-039-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-329-040-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-329-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-329-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-329-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-329-044-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-329-045-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-329-046-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-329-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-329-048-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-329-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-329-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-329-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-331-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-331-008-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-331-009-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-331-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-014-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-331-016-000 | 580.00 | 2,320.00 | B | $32.22 | 32.22 |
| 526-331-017-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-331-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-331-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-331-020-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-331-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-331-022-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-331-023-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-331-024-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-331-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-331-026-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-331-027-000 | 3,294.00 | 13,191.00 | B | $32.22 | 32.22 |
| 526-331-028-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-331-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-331-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-331-031-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-331-032-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-331-033-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-331-034-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-331-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-331-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-331-037-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-331-038-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-331-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-331-040-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-331-041-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-331-042-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-331-043-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-331-044-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-331-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-331-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-331-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-331-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-331-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-331-050-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-331-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-331-052-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-332-001-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-332-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-332-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-332-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-332-005-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-332-006-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-332-007-000 | 3,685.00 | 14,768.00 | B | $32.22 | 32.22 |
| 526-332-008-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-332-009-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-332-010-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-332-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-332-012-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-332-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-332-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-332-016-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-332-017-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-332-018-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-332-019-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-332-020-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-332-021-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-332-022-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-332-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-332-028-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-332-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-035-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-332-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-332-039-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-332-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-332-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-332-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-332-043-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-332-044-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-332-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-332-046-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-332-047-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-332-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-332-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-332-050-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-332-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-332-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-333-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-333-002-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-333-003-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-333-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-333-005-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 526-333-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-333-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-333-009-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-333-010-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-333-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-333-012-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-333-013-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-333-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-333-016-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-333-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-019-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-333-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-022-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 526-333-023-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-333-024-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-333-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-333-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-030-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-333-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-032-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-333-033-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-333-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-036-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-333-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-333-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-041-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-333-042-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-333-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-046-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-333-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-333-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-333-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-333-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-333-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-334-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-004-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-334-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-334-008-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-334-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-012-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-334-013-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-334-014-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-334-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-018-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-334-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-020-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-334-021-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 526-334-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-334-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-334-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-334-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-334-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-334-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-334-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-334-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-334-029-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-334-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-334-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-334-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-334-032-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-334-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-334-034-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-334-035-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-334-036-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-334-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-334-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-334-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-334-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-042-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-334-043-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-334-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-334-045-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-334-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-334-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-334-050-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-334-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-334-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-335-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-005-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-335-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-007-000 | 4,253.00 | 17,037.00 | B | $32.22 | 32.22 |
| 526-335-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-009-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-335-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-013-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 526-335-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-017-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-335-018-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-335-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-335-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-022-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-335-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-335-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-029-510 | 906.00 | 3,637.00 | B | $32.22 | 16.12 |
| 526-335-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-335-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-335-030-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-335-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-033-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-335-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-335-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-335-036-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-335-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-335-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-335-038-520 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-335-039-000 | 1,000.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-335-040-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-335-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-044-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-335-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-335-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-335-051-000 | 5,437.00 | 21,772.00 | B | $32.22 | 32.22 |
| 526-335-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-340-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-340-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-010-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-340-011-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-340-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-014-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-340-016-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-340-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-019-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-340-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-021-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-340-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-340-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-340-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-340-028-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-340-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-030-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-340-031-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-340-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-034-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-340-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-340-036-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-340-037-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-340-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-340-039-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-340-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-340-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-046-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-340-047-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-340-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-340-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-340-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-340-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-341-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-341-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-341-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-341-008-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-341-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-010-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-341-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-012-000 | 2,159.00 | 8,646.00 | B | $32.22 | 32.22 |
| 526-341-013-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-341-014-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-341-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-341-017-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-341-018-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-341-019-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-341-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-341-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-341-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-341-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-341-028-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-341-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-031-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-341-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-341-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-341-033-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-341-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-341-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-341-037-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-341-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-341-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-341-039-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-341-040-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-341-041-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-341-042-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-341-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-341-044-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-341-045-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-341-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-341-047-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-341-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-341-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-341-050-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-341-051-000 | 4,000.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-341-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-342-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-342-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-009-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-342-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-012-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-342-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-342-016-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-342-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-342-021-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-342-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-023-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-342-024-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-342-025-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-342-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-342-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-342-031-520 | 1,135.00 | 4,548.00 | B | $32.22 | 16.12 |
| 526-342-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-037-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-342-038-000 | 1,000.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-342-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-342-040-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-342-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-045-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-342-046-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-342-047-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-342-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-342-049-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-342-050-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-342-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-342-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-343-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-002-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-343-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-343-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-013-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-343-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-016-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-343-017-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-343-018-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-343-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-343-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-024-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-343-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-027-000 | 3,700.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-343-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-029-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-343-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-032-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-343-033-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-343-034-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-343-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-343-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-037-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-343-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-343-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-343-039-520 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 526-343-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-041-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-343-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-045-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-343-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-343-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-343-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-343-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-348-001-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-348-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-003-000 | 1,000.00 | 8,750.00 | B | $32.22 | 32.22 |
| 526-348-004-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-348-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-348-006-520 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-348-007-000 | 2,951.00 | 11,810.00 | B | $32.22 | 32.22 |
| 526-348-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-010-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-348-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-012-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-348-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-018-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-348-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-023-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-348-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-025-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-348-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-348-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-348-028-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-348-029-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-348-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-348-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-348-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-348-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-348-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-348-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-348-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-348-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-348-040-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-348-041-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-348-042-000 | 1,435.00 | 5,742.00 | B | $32.22 | 32.22 |
| 526-348-043-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-348-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-348-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-348-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-348-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-348-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-348-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 526-349-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-349-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-349-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-009-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-349-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-018-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-349-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-022-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-349-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-026-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-349-027-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 526-349-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-034-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-349-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-349-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-349-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-037-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-349-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-349-039-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-349-039-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-349-040-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-349-041-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-349-042-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-349-043-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 526-349-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-349-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-047-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-349-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-349-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-349-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-350-001-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-350-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-350-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-009-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-350-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-012-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-350-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-350-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-016-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-350-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-020-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-350-021-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-350-022-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-350-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-024-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-350-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-350-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-350-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-029-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-350-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-032-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-350-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-350-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-350-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-350-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-350-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-350-040-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-350-041-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-350-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-350-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-350-050-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-350-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-350-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-351-001-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-351-002-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-351-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-006-000 | 2,272.00 | 9,099.00 | B | $32.22 | 32.22 |
| 526-351-007-000 | 2,951.00 | 11,810.00 | B | $32.22 | 32.22 |
| 526-351-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-351-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-025-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-351-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-351-026-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-351-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-351-028-510 | 921.00 | 4,039.00 | B | $32.22 | 16.12 |
| 526-351-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-351-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-351-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-351-031-510 | 832.00 | 3,329.00 | B | $32.22 | 16.12 |
| 526-351-031-520 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-351-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-036-510 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 526-351-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-351-037-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-351-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-351-038-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-351-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-351-040-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-351-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-351-045-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-351-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-351-048-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-351-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-351-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-351-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-356-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-356-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-010-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-356-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-012-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-356-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-014-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-356-016-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-356-017-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-356-018-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-356-019-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-356-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-356-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-356-022-000 | 1,500.00 | 8,200.00 | B | $32.22 | 32.22 |
| 526-356-023-510 | 832.00 | 3,329.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-356-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-356-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-356-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-029-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-356-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-356-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-356-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-356-039-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-356-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-356-041-000 | 872.00 | 3,497.00 | B | $32.22 | 32.22 |
| 526-356-042-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-356-043-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-356-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-356-045-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-356-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-356-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-356-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-356-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-356-050-000 | 3,029.00 | 12,125.00 | B | $32.22 | 32.22 |
| 526-356-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-356-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-358-001-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-358-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-007-000 | 3,685.00 | 14,768.00 | B | $32.22 | 32.22 |
| 526-358-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-010-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-358-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-016-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-358-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-358-018-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-358-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-358-020-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-358-021-000 | 476.00 | 1,922.00 | B | $32.22 | 32.22 |
| 526-358-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-358-023-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-358-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-025-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-358-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-358-028-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-358-029-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-358-030-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-358-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-033-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-358-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-358-039-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-358-040-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-358-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-358-042-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-358-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-358-044-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-358-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-358-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-358-047-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-358-048-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-358-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-358-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-358-052-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-362-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-362-008-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-362-009-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-362-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-021-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-362-022-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-362-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-362-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-029-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-362-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-362-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-362-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-362-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-362-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-042-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-362-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-362-046-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 526-362-047-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-362-048-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-362-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-362-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-362-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-364-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-002-000 | 1,138.00 | 4,555.00 | B | $32.22 | 32.22 |
| 526-364-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-006-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-364-007-000 | 3,685.00 | 14,768.00 | B | $32.22 | 32.22 |
| 526-364-008-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-364-009-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-364-010-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-364-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-013-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-364-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-019-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-364-020-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-364-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-022-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-364-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-364-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-035-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-364-036-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-364-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-364-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-042-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-364-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-047-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-364-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-364-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-364-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-364-052-000 | 3,294.00 | 13,191.00 | B | $32.22 | 32.22 |
| 526-365-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-004-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-365-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-006-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-365-007-000 | 3,685.00 | 14,768.00 | B | $32.22 | 32.22 |
| 526-365-008-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-365-009-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-365-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-011-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-365-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-019-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-365-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-021-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-365-022-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-365-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-026-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-365-027-000 | 3,294.00 | 13,191.00 | B | $32.22 | 32.22 |
| 526-365-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-033-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-365-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-365-040-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-365-041-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-365-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-044-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-365-045-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-365-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-365-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-365-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-365-052-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-366-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-366-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-007-000 | 3,685.00 | 14,768.00 | B | $32.22 | 32.22 |
| 526-366-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-016-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-366-017-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-366-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-366-019-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-366-020-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-366-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-366-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-366-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-366-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-029-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-366-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-366-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-366-041-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-366-042-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-366-043-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-366-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-366-045-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-366-046-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-366-047-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-366-048-000 | 360.00 | 1,440.00 | B | $32.22 | 32.22 |
| 526-366-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-366-050-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-366-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-366-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-367-001-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-367-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-003-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-367-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-367-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-012-000 | 1,324.00 | 6,175.00 | B | $32.22 | 32.22 |
| 526-367-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-367-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-367-015-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-367-016-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-367-017-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-367-018-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-367-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-020-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-367-021-000 | 476.00 | 1,922.00 | B | $32.22 | 32.22 |
| 526-367-022-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-367-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-024-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-367-025-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-367-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-027-000 | 3,294.00 | 13,191.00 | B | $32.22 | 32.22 |
| 526-367-028-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-367-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-030-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-367-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-367-039-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-367-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-044-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-367-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-047-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-367-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-367-049-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-367-050-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-367-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-367-052-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |
| 526-368-001-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-368-002-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-368-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-007-000 | 4,906.00 | 14,725.00 | B | $32.22 | 32.22 |
| 526-368-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-009-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-368-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-011-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-368-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-368-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-368-016-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-368-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-019-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-368-020-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-368-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-368-023-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-368-024-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-368-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-027-000 | 3,700.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-368-028-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-368-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-368-029-000 | 1,659.00 | 6,306.00 | B | $32.22 | 32.22 |
| 526-368-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-368-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-368-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-032-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-368-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-368-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-368-036-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-368-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-368-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-044-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-368-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-368-047-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-368-048-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-368-049-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-368-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-368-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-368-051-000 | 5,437.00 | 21,772.00 | B | $32.22 | 32.22 |
| 526-368-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-369-001-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-369-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-004-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-369-005-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-369-006-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-369-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-369-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-014-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-369-015-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-369-016-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-369-017-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-369-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-021-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-369-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-023-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-369-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-369-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-369-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-369-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-369-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-030-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-369-031-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-369-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-033-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-369-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-369-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-369-035-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-369-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-369-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-041-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-369-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-045-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-369-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-369-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-369-051-000 | 6,000.00 | 24,000.00 | B | $32.22 | 32.22 |
| 526-369-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 526-406-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-002-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-406-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-406-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-004-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-406-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-406-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-012-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-406-013-510 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 526-406-013-520 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-406-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-406-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-406-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-406-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-030-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-406-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-406-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-406-038-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-406-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-406-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-042-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-406-043-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-406-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-406-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-406-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-406-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-406-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-406-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-407-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-407-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-407-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-407-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-407-005-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-407-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-407-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-407-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-010-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-010-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-407-011-510 | 1,112.00 | 4,459.00 | B | $32.22 | 16.12 |
| 526-407-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-013-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-014-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-407-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-407-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-017-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-407-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-019-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-407-020-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-407-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-022-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-407-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-407-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-407-024-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-407-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-407-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-407-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-035-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-407-036-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-407-037-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-407-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-407-040-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-407-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-045-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-407-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-407-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-407-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-407-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-407-051-000 | 5,000.00 | 20,000.00 | B | $32.22 | 32.22 |
| 526-407-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-412-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-006-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-412-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-412-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-412-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-412-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-016-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-412-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-024-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-412-025-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-412-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-412-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-029-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-412-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-412-030-520 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 526-412-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-032-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-412-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-412-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-036-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-412-037-510 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-412-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-412-038-510 | 921.00 | 4,039.00 | B | $32.22 | 16.12 |
| 526-412-038-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-412-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-412-040-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-412-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-412-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-412-051-000 | 3,121.00 | 12,484.00 | B | $32.22 | 32.22 |
| 526-412-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-413-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-003-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-413-004-510 | 832.00 | 3,329.00 | B | $32.22 | 16.12 |
| 526-413-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-413-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-413-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-413-014-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-413-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-020-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-413-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-022-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-413-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-026-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 526-413-027-000 | 2,674.00 | 10,705.00 | B | $32.22 | 32.22 |
| 526-413-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-030-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-413-031-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-413-032-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-413-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-413-034-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-413-035-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-413-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-413-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-413-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-413-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-413-040-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-413-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-043-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-413-044-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-413-045-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-413-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-413-047-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-413-048-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-413-049-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-413-050-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-413-051-000 | 5,312.00 | 21,251.00 | B | $32.22 | 32.22 |
| 526-413-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-414-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-414-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-414-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-004-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-414-005-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-414-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-414-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-009-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-414-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-414-013-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-414-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-015-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-414-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-017-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-414-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-020-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-414-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-022-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-414-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-414-024-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-414-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-414-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-414-026-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-414-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-414-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-414-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-414-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-414-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-414-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-414-032-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-414-033-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-414-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-414-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-414-035-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-414-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-414-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-414-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-414-039-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-414-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-042-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-414-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-046-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-414-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-414-049-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-414-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-414-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-414-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-415-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-415-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-415-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-415-008-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-415-009-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-415-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-013-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-415-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-415-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-415-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-016-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-415-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-018-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-415-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-025-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-415-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-415-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-415-028-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-415-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-030-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-415-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-415-032-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-415-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-034-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-415-035-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-415-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-037-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-415-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-415-040-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-415-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-042-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-415-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-415-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-046-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-415-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-415-048-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-415-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-415-050-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-415-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-415-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-420-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-003-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-420-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-420-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-014-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-420-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-017-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-420-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-019-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-420-020-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-420-021-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-420-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-023-510 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-420-023-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-420-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-420-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-420-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-420-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-036-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-420-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-420-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-045-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-420-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-420-048-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-420-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-420-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-420-051-000 | 5,416.00 | 21,675.00 | B | $32.22 | 32.22 |
| 526-420-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 526-421-001-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-421-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-421-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-421-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-421-005-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-421-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-421-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-421-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-421-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-421-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-421-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-421-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-421-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-421-013-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-421-014-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-421-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-017-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-421-018-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-421-019-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-421-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-021-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-421-022-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-421-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-421-024-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-421-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-421-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-421-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-421-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-421-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-421-028-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-421-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-421-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-421-030-520 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 526-421-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-421-032-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-421-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-421-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-421-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-421-035-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-421-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-421-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-421-038-510 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 526-421-038-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-421-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-421-039-520 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 526-421-040-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-421-041-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-421-042-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-421-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-046-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-421-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-421-049-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-421-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-421-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-421-052-000 | 6,306.00 | 25,227.00 | B | $32.22 | 32.22 |
| 526-423-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-003-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-423-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-006-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-423-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-423-008-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-423-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-423-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-423-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-014-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-423-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-423-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-022-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-423-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-024-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-423-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-026-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-423-027-000 | 3,700.00 | 21,000.00 | B | $32.22 | 32.22 |
| 526-423-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-423-030-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-423-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-033-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-423-034-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-423-035-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 526-423-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-423-039-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-423-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-041-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-423-042-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-423-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-044-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-423-045-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 526-423-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-047-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-423-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-423-049-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-423-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-423-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-423-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-429-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-429-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-429-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-015-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-429-016-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-429-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-018-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-429-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-020-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-429-021-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-429-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-025-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-429-026-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-429-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-429-028-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-429-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-032-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-429-033-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-429-034-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-429-035-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-429-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-038-000 | 728.00 | 2,913.00 | B | $32.22 | 32.22 |
| 526-429-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-429-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-043-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-429-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-429-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-429-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-429-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-431-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-005-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-431-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-431-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-009-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-431-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-011-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-431-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-013-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-431-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-015-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-431-016-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-431-017-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-431-018-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-431-019-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-431-020-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-431-021-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-431-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-026-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-431-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-431-028-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-431-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-431-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-431-039-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-431-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-042-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-431-043-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-431-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-431-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-431-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-431-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-432-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-004-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-432-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-432-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-012-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-432-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-016-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-432-017-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-432-018-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-432-019-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-432-020-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-432-021-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-432-022-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |
| 526-432-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-024-000 | 958.00 | 3,856.00 | B | $32.22 | 32.22 |
| 526-432-025-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-432-026-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-432-027-000 | 2,942.00 | 11,772.00 | B | $32.22 | 32.22 |
| 526-432-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-432-038-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-432-039-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-432-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-042-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-432-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-432-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-432-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-432-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-433-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-002-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 526-433-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-433-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-010-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-433-011-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-433-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-433-014-000 | 1,442.00 | 5,787.00 | B | $32.22 | 32.22 |
| 526-433-015-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-433-016-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-433-017-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-433-018-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-433-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-433-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-433-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-433-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-433-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-024-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-433-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-027-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-433-028-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-433-029-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-433-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-034-000 | 728.00 | 2,913.00 | B | $32.22 | 32.22 |
| 526-433-035-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-433-036-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-433-037-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-433-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-433-040-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-433-041-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-433-042-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-433-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-433-044-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-433-045-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-433-046-000 | 476.00 | 1,922.00 | B | $32.22 | 32.22 |
| 526-433-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-433-048-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-433-049-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-433-050-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-433-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-433-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-434-001-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-434-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-434-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-434-004-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-434-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-434-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-434-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-434-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-434-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-434-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-012-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-434-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-013-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-434-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-022-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-434-023-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-434-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-434-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-030-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-434-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-434-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-434-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-434-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-434-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-035-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-434-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-434-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-434-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-434-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-434-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-044-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-434-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-046-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-434-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-434-049-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-434-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-434-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-434-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-435-001-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-435-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-004-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-435-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-007-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 526-435-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-010-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-435-010-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-012-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-435-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-435-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-435-024-510 | 1,135.00 | 4,548.00 | B | $32.22 | 16.12 |
| 526-435-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-435-025-510 | 1,250.00 | 2,750.00 | B | $32.22 | 16.12 |
| 526-435-025-520 | 921.00 | 4,039.00 | B | $32.22 | 16.12 |
| 526-435-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-027-000 | 2,913.00 | 11,652.00 | B | $32.22 | 32.22 |
| 526-435-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-435-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-031-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-435-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-034-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-435-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-037-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-435-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-435-040-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-435-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-044-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-435-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-046-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-435-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-435-048-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-435-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-435-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-435-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-435-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-440-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-440-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-440-006-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 526-440-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-440-008-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-440-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-440-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-440-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-014-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-440-015-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-440-016-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-440-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-023-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-440-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-440-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-440-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-440-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-440-030-520 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 526-440-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-440-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-440-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-440-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-440-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-440-037-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-440-038-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-440-039-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-440-040-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-440-041-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-440-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-045-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-440-046-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-440-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-440-048-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-440-049-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-440-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-440-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-440-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-441-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-003-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-441-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-441-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-006-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-441-007-000 | 3,344.00 | 13,383.00 | B | $32.22 | 32.22 |
| 526-441-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-010-000 | 2,185.00 | 8,748.00 | B | $32.22 | 32.22 |
| 526-441-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-441-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-441-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-441-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-441-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-020-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-441-021-000 | 1,000.00 | 4,000.00 | B | $32.22 | 32.22 |
| 526-441-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-023-510 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 526-441-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-441-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-441-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-029-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-441-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-032-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-441-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-034-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-441-035-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-441-036-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-441-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-038-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-441-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-441-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-041-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-441-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-044-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-441-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-441-048-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-441-049-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-441-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-441-051-000 | 5,128.00 | 20,523.00 | B | $32.22 | 32.22 |
| 526-441-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-442-001-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-442-002-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-442-003-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-442-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-442-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-442-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-442-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-442-008-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-442-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-442-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-016-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-442-017-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-442-018-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-442-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-022-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-442-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-442-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-442-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-034-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-442-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-442-036-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-442-037-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-442-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-442-038-510 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 526-442-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-442-039-510 | 1,054.00 | 4,237.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-442-039-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-442-040-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-442-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-044-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-442-045-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-442-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-442-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-442-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-442-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-442-050-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-442-051-000 | 5,437.00 | 21,772.00 | B | $32.22 | 32.22 |
| 526-442-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-443-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-003-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-443-004-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-443-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-443-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-443-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-443-009-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-443-010-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-443-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-012-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-443-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-443-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-020-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-443-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-023-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-443-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-443-025-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-443-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-443-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-030-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-443-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-443-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-443-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-443-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-443-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-443-035-520 | 1,250.00 | 2,750.00 | B | $32.22 | 16.12 |
| 526-443-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-037-000 | 1,000.00 | 4,000.00 | B | $32.22 | 32.22 |
| 526-443-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-443-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-443-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-042-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-443-043-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-443-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-046-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-443-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-443-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-443-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-443-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-443-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-443-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-448-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-005-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-448-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-007-000 | 2,942.00 | 11,772.00 | B | $32.22 | 32.22 |
| 526-448-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-448-013-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-448-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-017-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-448-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-020-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-448-021-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-448-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-448-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-448-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-025-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-448-026-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-448-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-448-028-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-448-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-030-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-448-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-034-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-448-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-036-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-448-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-448-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-041-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-448-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-043-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-448-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-448-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-448-047-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-448-048-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 526-448-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-448-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-448-052-000 | 5,541.00 | 22,174.00 | B | $32.22 | 32.22 |
| 526-449-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-449-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-449-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-005-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-449-006-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-449-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-449-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-449-008-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-449-009-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-449-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-449-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-012-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-449-013-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-449-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-016-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-449-017-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-449-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-024-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-449-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-026-510 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-449-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-449-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-449-028-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-449-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-449-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-449-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-031-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-449-031-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-449-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-449-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-449-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-038-510 | 1,250.00 | 2,750.00 | B | $32.22 | 16.12 |
| 526-449-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-449-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-449-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-041-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-449-042-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-449-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-449-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-449-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-449-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-449-051-000 | 5,467.00 | 21,871.00 | B | $32.22 | 32.22 |
| 526-449-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-450-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-450-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-450-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-450-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-450-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-450-006-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-450-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-450-008-510 | 1,294.00 | 5,203.00 | B | $32.22 | 16.12 |
| 526-450-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-450-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-450-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-450-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-450-011-520 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 526-450-012-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-450-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-450-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-450-013-520 | 832.00 | 3,329.00 | B | $32.22 | 16.12 |
| 526-450-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-450-015-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-450-016-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 526-450-017-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-450-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-450-019-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-450-020-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-450-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-450-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-450-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-450-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-029-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-450-029-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-450-030-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-450-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-033-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-450-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-450-038-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-450-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-450-039-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-450-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-450-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-450-042-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-450-043-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-450-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-450-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-450-046-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-450-047-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-450-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-450-049-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-450-050-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-450-051-000 | 5,416.00 | 21,675.00 | B | $32.22 | 32.22 |
| 526-450-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-451-001-510 | 1,135.00 | 4,548.00 | B | $32.22 | 16.12 |
| 526-451-001-520 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 526-451-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-451-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-451-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-451-004-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-451-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-451-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-451-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-451-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-451-009-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-451-010-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-451-010-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-451-011-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-451-012-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-451-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-451-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-451-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-017-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-451-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-451-019-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-451-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-024-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 526-451-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-451-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-451-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-451-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-451-028-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-451-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-451-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-451-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-034-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-451-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-451-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-036-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-451-037-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-451-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-451-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-451-049-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-451-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-451-051-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |
| 526-451-052-000 | 5,144.00 | 20,584.00 | B | $32.22 | 32.22 |
| 526-456-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-456-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-013-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-456-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-016-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-456-017-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-456-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-020-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-456-021-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-456-022-000 | 840.00 | 3,360.00 | B | $32.22 | 32.22 |
| 526-456-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-456-024-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-456-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-456-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-456-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-456-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-456-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-456-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-456-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-456-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-456-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-456-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-042-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-456-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-044-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-456-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-047-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-456-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-456-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-456-050-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-456-051-000 | 5,128.00 | 20,523.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-456-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 526-458-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-006-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-458-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-458-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-009-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-458-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-012-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-458-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-015-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-458-016-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-458-017-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-458-018-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-458-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-021-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-458-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-027-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-458-028-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-458-029-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-458-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-458-040-000 | 612.00 | 2,455.00 | B | $32.22 | 32.22 |
| 526-458-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-458-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-049-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-458-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-458-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-458-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-462-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-462-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-462-002-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-462-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-462-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-462-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-006-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-462-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-462-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-462-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-012-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-462-013-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-462-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-017-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-462-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-020-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-462-021-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-462-022-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-462-023-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-462-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-025-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-462-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-462-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-462-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-462-029-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-462-030-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-462-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-462-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-462-032-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-462-033-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-462-033-520 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 526-462-034-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-462-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-462-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-041-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-462-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-047-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-462-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-462-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-462-050-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-462-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-462-052-000 | 6,690.00 | 26,769.00 | B | $32.22 | 32.22 |
| 526-464-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-464-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-464-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-015-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-464-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-020-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-464-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-022-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-464-023-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-464-024-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-464-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-027-000 | 3,685.00 | 14,768.00 | B | $32.22 | 32.22 |
| 526-464-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-031-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-464-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-464-039-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-464-040-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-464-041-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-464-042-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-464-043-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-464-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-047-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-464-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-464-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-464-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-464-052-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-465-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-465-003-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-465-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-465-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-465-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-465-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-465-009-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 526-465-010-000 | 1,144.00 | 4,577.00 | B | $32.22 | 32.22 |
| 526-465-011-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-465-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-465-013-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 526-465-014-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-465-015-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-465-016-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-017-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-465-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-465-019-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-465-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-465-021-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-465-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-465-023-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-465-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-025-000 | 1,200.00 | 5,300.00 | B | $32.22 | 32.22 |
| 526-465-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-465-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-029-000 | 1,200.00 | 5,300.00 | B | $32.22 | 32.22 |
| 526-465-030-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-465-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-034-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-465-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-465-040-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-465-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-465-042-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-465-043-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-465-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-465-045-000 | 3,500.00 | 14,500.00 | B | $32.22 | 32.22 |
| 526-465-046-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-465-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-465-048-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-465-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-465-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-465-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-465-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-466-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-004-000 | 1,310.00 | 5,246.00 | B | $32.22 | 32.22 |
| 526-466-005-000 | 1,683.00 | 6,754.00 | B | $32.22 | 32.22 |
| 526-466-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-466-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-018-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-466-019-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-466-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-022-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-466-023-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-466-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-466-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-466-026-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-466-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-466-028-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-466-029-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-466-030-000 | 958.00 | 3,856.00 | B | $32.22 | 32.22 |
| 526-466-031-000 | 958.00 | 3,856.00 | B | $32.22 | 32.22 |
| 526-466-032-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-466-033-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-466-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-466-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-466-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-466-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-466-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-466-039-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-466-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-043-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-466-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-466-048-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-466-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-466-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-466-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-467-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-002-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 526-467-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-467-008-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-467-009-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 526-467-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-014-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-467-015-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-467-016-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-467-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-467-018-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-467-019-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-467-020-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-467-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-467-022-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-467-023-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-467-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-467-025-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-467-026-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-467-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-467-028-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-467-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-467-030-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-467-031-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-467-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-467-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-467-034-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-467-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-467-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-467-037-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-467-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-467-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-467-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-467-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-467-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-467-043-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-467-044-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-467-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-467-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-467-047-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-467-048-000 | 3,500.00 | 14,500.00 | B | $32.22 | 32.22 |
| 526-467-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-467-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-467-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-468-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-468-002-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-468-003-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-468-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-468-004-520 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 526-468-005-510 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 526-468-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-468-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-468-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-468-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-468-008-520 | 1,320.00 | 5,307.00 | B | $32.22 | 16.12 |
| 526-468-009-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-468-010-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-468-010-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-468-011-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-468-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-468-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-468-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-468-015-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-468-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-468-017-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-468-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-468-019-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-468-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-468-021-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-468-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-468-023-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-468-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-468-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-468-026-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-468-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-468-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-031-510 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-468-031-520 | 1,300.00 | 5,200.00 | B | $32.22 | 16.12 |
| 526-468-032-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-468-033-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-468-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-468-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-468-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-468-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-468-040-000 | 840.00 | 3,360.00 | B | $32.22 | 32.22 |
| 526-468-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-468-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-468-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-468-044-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-468-045-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-468-046-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-468-047-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-468-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-468-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-468-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-468-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-468-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-469-001-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-469-002-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-469-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-469-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-469-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-469-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-013-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-469-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-016-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-469-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-020-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-469-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-469-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-469-026-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-469-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-469-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-033-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-469-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-036-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-469-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-038-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-469-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-469-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-042-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-469-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-046-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-469-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-469-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-469-050-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-469-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-469-052-000 | 6,368.00 | 25,484.00 | B | $32.22 | 32.22 |
| 526-506-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-006-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-506-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-506-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-010-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-506-010-520 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-506-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-506-014-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-506-015-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-506-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-017-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-506-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-019-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-506-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-022-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-506-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-506-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-030-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-506-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-506-040-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-506-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-044-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-506-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-047-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-506-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-506-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-506-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-506-050-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-506-051-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-506-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-507-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-005-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-507-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-507-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-507-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-507-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-009-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-507-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-011-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-507-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-018-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-507-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-020-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-507-021-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-507-022-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-507-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-025-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-507-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-507-028-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-507-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-032-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-507-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-507-033-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-507-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-507-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-507-035-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-507-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-037-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-507-038-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-507-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-507-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-045-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-507-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-507-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-507-050-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-507-051-000 | 5,128.00 | 20,523.00 | B | $32.22 | 32.22 |
| 526-507-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-512-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-512-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-003-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-512-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-005-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-512-006-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-512-007-000 | 2,951.00 | 11,810.00 | B | $32.22 | 32.22 |
| 526-512-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-013-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-512-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-015-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-512-016-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-512-017-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-512-018-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-512-019-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-512-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-512-024-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-512-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-512-025-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-512-026-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-512-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-512-028-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-512-029-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-512-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-512-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-512-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-512-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-512-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-512-034-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-512-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-512-036-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-512-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-512-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-512-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-512-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-512-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-042-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-512-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-044-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-512-045-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-512-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-512-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-512-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-512-052-000 | 6,368.00 | 25,484.00 | B | $32.22 | 32.22 |
| 526-513-001-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-513-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-513-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-513-003-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-513-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-513-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-513-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-513-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-513-010-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-513-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-018-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-513-019-000 | 989.00 | 3,972.00 | B | $32.22 | 32.22 |
| 526-513-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-022-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-513-023-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-513-024-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-513-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-513-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-513-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-513-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-513-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-513-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-513-029-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-513-030-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-513-031-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-513-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-513-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-513-034-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-513-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-513-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-513-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-513-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-513-038-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-513-039-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-513-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-041-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-513-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-043-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-513-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-513-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-513-051-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 526-513-052-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-514-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-004-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-514-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-514-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-514-011-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-514-012-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-514-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-015-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-514-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-514-017-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |
| 526-514-019-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-514-020-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-514-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-514-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-514-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-514-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-030-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-514-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-514-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-034-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-514-035-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-514-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-514-036-520 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 526-514-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-514-038-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-514-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-514-039-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-514-040-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-514-041-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-514-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-514-043-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-514-044-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-514-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-514-046-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-514-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-514-048-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-514-049-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 526-514-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-514-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-514-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-515-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-002-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-515-003-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-515-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-005-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-515-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-515-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-012-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-515-013-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-515-014-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-515-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-515-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-018-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-515-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-021-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-515-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-023-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-515-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-027-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 526-515-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-515-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-515-030-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-515-031-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-515-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-515-035-520 | 921.00 | 4,039.00 | B | $32.22 | 16.12 |
| 526-515-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-515-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-515-037-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-515-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-515-040-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-515-041-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-515-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-515-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-046-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-515-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-515-048-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-515-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-515-050-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-515-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-515-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-520-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-520-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-520-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-520-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-520-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-520-004-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-520-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-520-006-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-520-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-520-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-520-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-520-009-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-520-010-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-520-011-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-520-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-520-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-520-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-520-015-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-520-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-520-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-024-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-520-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-520-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-033-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-520-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-520-036-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-520-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-520-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-043-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-520-044-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-520-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-520-047-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-520-048-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-520-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-520-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-520-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-521-001-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-521-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-521-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-521-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-521-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-015-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-521-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-017-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-521-018-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-521-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-521-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-023-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-521-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-026-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-521-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-521-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-521-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-521-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-521-032-520 | 1,250.00 | 2,750.00 | B | $32.22 | 16.12 |
| 526-521-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-034-510 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 526-521-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-521-035-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-521-036-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 526-521-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-521-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-038-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-521-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-521-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-042-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-521-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-046-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-521-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-521-049-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-521-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-521-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-521-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-523-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-006-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-523-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-523-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-012-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-523-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-016-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-523-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-019-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-523-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-022-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-523-023-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-523-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-523-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-523-026-510 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 526-523-026-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-523-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-523-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-523-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-523-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-523-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-523-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-523-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-523-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-523-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-523-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-523-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-523-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-523-036-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-523-037-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-523-038-510 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-523-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-523-039-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-523-040-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-523-041-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-523-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-045-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-523-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-047-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-523-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-523-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-523-050-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-523-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-523-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-531-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-003-000 | 580.00 | 2,457.00 | B | $32.22 | 32.22 |
| 526-531-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-531-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-019-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-531-020-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-531-021-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-531-022-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-531-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-025-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-531-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-531-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-531-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-036-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-531-037-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-531-038-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-531-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-531-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-042-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-531-043-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-531-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-045-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-531-046-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-531-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-531-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-531-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-531-052-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 526-532-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-532-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-017-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-532-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-021-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-532-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-025-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-532-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-029-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-532-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-032-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-532-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-034-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-532-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-532-036-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-532-037-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-532-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-532-039-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-532-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-532-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-532-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-532-052-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |
| 526-533-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-533-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-018-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-533-019-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-533-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-022-000 | 840.00 | 3,362.00 | B | $32.22 | 32.22 |
| 526-533-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-533-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-030-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-533-031-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-533-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-038-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-533-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-533-040-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-533-041-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-533-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-533-046-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-533-047-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-533-048-000 | 856.00 | 3,429.00 | B | $32.22 | 32.22 |
| 526-533-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-533-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-533-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-534-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-534-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-016-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-534-017-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-534-018-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-534-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-021-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-534-022-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-534-023-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-534-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-025-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 526-534-026-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-534-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-534-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-034-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-534-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-037-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-534-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-534-039-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-534-040-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-534-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-044-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-534-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-534-047-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-534-048-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-534-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-534-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-534-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-535-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-535-003-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-535-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-535-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-011-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-535-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-013-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-535-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-535-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-021-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-535-022-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-535-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-535-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-029-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 526-535-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-032-000 | 2,500.00 | 5,500.00 | B | $32.22 | 32.22 |
| 526-535-033-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-535-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-535-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-535-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-535-039-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-535-040-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-535-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-042-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-535-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-045-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-535-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-047-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-535-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-535-049-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-535-050-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-535-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-535-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-540-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-004-000 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-540-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-006-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-540-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-540-008-000 | 3,122.00 | 12,492.00 | B | $32.22 | 32.22 |
| 526-540-009-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-540-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-014-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-540-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-020-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-540-021-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-540-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-025-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-540-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-540-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-031-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 526-540-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-540-036-520 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 526-540-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-540-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-540-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-540-040-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-540-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-042-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-540-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-044-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-540-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-540-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-540-050-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-540-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-540-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-541-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-002-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 526-541-003-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-541-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-541-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-010-510 | 1,320.00 | 5,307.00 | B | $32.22 | 16.12 |
| 526-541-010-520 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-541-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-012-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-541-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-541-014-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-541-015-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-541-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-025-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 526-541-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-541-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-541-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-541-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-541-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-541-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-541-040-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-541-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-046-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-541-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-541-049-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-541-050-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-541-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-541-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-542-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-542-008-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 526-542-009-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-542-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-015-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-542-016-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-542-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-018-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-542-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-542-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-022-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-542-023-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-542-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-542-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-031-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-542-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-542-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-542-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-034-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-542-035-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-542-036-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-542-037-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-542-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-542-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-042-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-542-043-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-542-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-542-047-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-542-048-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-542-049-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 526-542-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-542-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-542-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-543-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-004-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-543-005-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-543-006-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 526-543-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-543-008-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-543-009-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-543-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-018-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-543-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-022-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-543-023-510 | 921.00 | 4,039.00 | B | $32.22 | 16.12 |
| 526-543-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-543-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-025-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 526-543-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-543-027-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-543-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-029-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-543-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-032-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-543-033-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 526-543-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-036-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-543-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-543-039-000 | 1,768.00 | 7,074.00 | B | $32.22 | 32.22 |
| 526-543-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-042-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-543-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-045-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-543-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-543-048-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-543-049-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-543-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-543-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-543-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-548-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-003-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-548-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-548-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-011-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-548-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-013-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-548-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-015-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-548-016-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-548-017-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-548-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-548-019-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-548-020-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-548-021-000 | 1,152.00 | 4,617.00 | B | $32.22 | 32.22 |
| 526-548-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-548-023-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 526-548-024-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-548-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-548-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-548-026-000 | 1,996.00 | 7,987.00 | B | $32.22 | 32.22 |
| 526-548-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-548-028-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 526-548-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-548-029-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 526-548-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-548-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-548-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-548-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-548-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-548-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-548-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-548-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-548-037-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-548-038-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 526-548-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-548-040-000 | 1,477.00 | 5,917.00 | B | $32.22 | 32.22 |
| 526-548-041-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-548-042-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-548-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-548-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-548-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-548-046-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-548-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-548-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-548-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-548-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-548-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-549-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-549-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-549-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-549-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-549-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-549-008-000 | 2,159.00 | 8,646.00 | B | $32.22 | 32.22 |
| 526-549-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-013-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-549-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-018-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |
| 526-549-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-021-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-549-022-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-549-023-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 526-549-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-026-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-549-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-549-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-549-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-549-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-031-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 526-549-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-549-035-520 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-549-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-549-039-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-549-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-043-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-549-044-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-549-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-047-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-549-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-549-049-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-549-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-549-051-000 | 5,312.00 | 21,251.00 | B | $32.22 | 32.22 |
| 526-549-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-550-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-002-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-550-003-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 526-550-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-550-005-520 | 1,500.00 | 6,300.00 | B | $32.22 | 16.12 |
| 526-550-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-550-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-012-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 526-550-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-016-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-550-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-018-000 | 1,285.00 | 5,144.00 | B | $32.22 | 32.22 |
| 526-550-019-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-550-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-550-023-520 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 526-550-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-027-000 | 2,856.00 | 11,424.00 | B | $32.22 | 32.22 |
| 526-550-028-510 | 1,202.00 | 4,816.00 | B | $32.22 | 16.12 |
| 526-550-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-550-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-550-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-550-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-036-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 526-550-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-550-039-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-550-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-041-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-550-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-046-000 | 1,135.00 | 4,548.00 | B | $32.22 | 32.22 |
| 526-550-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-550-048-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 526-550-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-550-051-000 | 5,416.00 | 21,675.00 | B | $32.22 | 32.22 |
| 526-550-052-000 | 5,688.00 | 22,755.00 | B | $32.22 | 32.22 |
| 526-551-001-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-551-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-551-003-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-551-004-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-551-005-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-551-006-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 526-551-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-551-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-551-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-551-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-551-011-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-551-012-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-551-013-000 | 3,000.00 | 17,000.00 | B | $32.22 | 32.22 |
| 526-551-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-551-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-018-000 | 1,500.00 | 6,300.00 | B | $32.22 | 32.22 |
| 526-551-019-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-551-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-022-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-551-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-551-026-520 | 906.00 | 3,637.00 | B | $32.22 | 16.12 |
| 526-551-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-551-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-551-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-030-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-551-031-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-551-032-000 | 1,428.00 | 5,712.00 | B | $32.22 | 32.22 |
| 526-551-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-035-000 | 2,036.00 | 8,147.00 | B | $32.22 | 32.22 |
| 526-551-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-551-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-551-039-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-551-040-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-551-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-042-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-551-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-044-000 | 1,200.00 | 7,000.00 | B | $32.22 | 32.22 |
| 526-551-045-000 | 1,530.00 | 6,426.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-551-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-551-048-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-551-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-551-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-551-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-551-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-551-052-000 | 3,121.00 | 12,484.00 | B | $32.22 | 32.22 |
| 526-556-001-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-556-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-556-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-556-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-556-005-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 526-556-006-000 | 3,061.00 | 12,247.00 | B | $32.22 | 32.22 |
| 526-556-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-556-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-556-008-520 | 1,322.00 | 5,309.00 | B | $32.22 | 16.12 |
| 526-556-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-556-009-520 | 1,320.00 | 5,307.00 | B | $32.22 | 16.12 |
| 526-556-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-556-011-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 526-556-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-556-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-556-014-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-556-015-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 526-556-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-556-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-029-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-556-030-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-556-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-033-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-556-034-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 526-556-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-038-000 | 1,915.00 | 7,672.00 | B | $32.22 | 32.22 |
| 526-556-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-556-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-041-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-556-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-045-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 526-556-046-000 | 1,449.00 | 5,801.00 | B | $32.22 | 32.22 |
| 526-556-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-556-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-556-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 526-556-050-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-556-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 526-556-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-558-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-558-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-020-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-558-021-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-558-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-024-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-558-025-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-558-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-558-028-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-558-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-031-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-558-032-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-558-033-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-558-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-037-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-558-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-558-040-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 526-558-041-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-558-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-043-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-558-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-558-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-558-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-558-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-562-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-562-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 526-562-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-010-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 526-562-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-014-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 526-562-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-021-000 | 1,539.00 | 6,158.00 | B | $32.22 | 32.22 |
| 526-562-022-000 | 1,180.00 | 4,726.00 | B | $32.22 | 32.22 |
| 526-562-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-024-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-562-025-510 | 1,092.00 | 4,373.00 | B | $32.22 | 16.12 |
| 526-562-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 526-562-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-562-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-036-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 526-562-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 526-562-039-000 | 1,734.00 | 6,936.00 | B | $32.22 | 32.22 |
| 526-562-040-000 | 1,201.00 | 4,810.00 | B | $32.22 | 32.22 |
| 526-562-041-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 526-562-042-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-562-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-044-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-562-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-047-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 526-562-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 526-562-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 526-562-051-000 | 5,437.00 | 21,772.00 | B | $32.22 | 32.22 |
| 526-562-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 526-564-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-564-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-564-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-564-016-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 526-564-017-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-564-018-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-564-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-564-020-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-564-021-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-564-022-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 526-564-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-564-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-564-037-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-564-038-000 | 945.00 | 3,783.00 | B | $32.22 | 32.22 |
| 526-564-039-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-564-040-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-564-041-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-564-042-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-564-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-564-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-564-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-564-046-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-564-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-564-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-564-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-564-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-564-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-565-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-565-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-013-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-014-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 526-565-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-016-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-565-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-020-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-565-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-565-022-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-565-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-565-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-033-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-565-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-036-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-565-037-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-565-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-565-040-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-565-041-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-565-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-565-046-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-565-047-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-565-048-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-565-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-565-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-565-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-566-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-566-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-021-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-566-022-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-566-023-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-566-024-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 526-566-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-566-028-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 526-566-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-566-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-031-000 | 1,500.00 | 7,500.00 | B | $32.22 | 32.22 |
| 526-566-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-036-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-566-037-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-566-038-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-566-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-566-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-042-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 526-566-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-044-000 | 4,000.00 | 16,000.00 | B | $32.22 | 32.22 |
| 526-566-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-047-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-566-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-566-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-566-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-566-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-567-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-567-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-015-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-567-016-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-567-017-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-567-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-021-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |
| 526-567-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-025-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-567-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-567-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-029-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-567-030-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-567-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-567-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-567-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-045-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-567-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-567-048-000 | 561.00 | 2,244.00 | B | $32.22 | 32.22 |
| 526-567-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-567-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-567-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-568-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-568-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-021-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 526-568-022-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-568-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-026-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 526-568-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-568-028-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-568-029-000 | 714.00 | 2,856.00 | B | $32.22 | 32.22 |
| 526-568-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-031-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 526-568-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-033-000 | 963.00 | 3,859.00 | B | $32.22 | 32.22 |
| 526-568-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-035-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-568-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-038-000 | 982.00 | 3,935.00 | B | $32.22 | 32.22 |
| 526-568-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-568-040-000 | 4,000.00 | 16,000.00 | B | $32.22 | 32.22 |
| 526-568-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-042-000 | 550.00 | 2,200.00 | B | $32.22 | 32.22 |
| 526-568-043-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-568-044-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 526-568-045-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 526-568-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-568-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-568-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-568-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-569-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 526-569-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-015-000 | 691.00 | 2,794.00 | B | $32.22 | 32.22 |
| 526-569-016-000 | 3,060.00 | 9,180.00 | B | $32.22 | 32.22 |
| 526-569-018-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-569-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-021-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 526-569-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-024-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-569-025-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-569-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-569-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-031-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-569-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-037-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 526-569-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 526-569-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-044-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-569-045-000 | 1,028.00 | 4,115.00 | B | $32.22 | 32.22 |
| 526-569-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 526-569-047-000 | 873.00 | 3,498.00 | B | $32.22 | 32.22 |
| 526-569-048-000 | 890.00 | 3,567.00 | B | $32.22 | 32.22 |
| 526-569-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 526-569-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 526-569-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-201-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-201-003-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-201-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-005-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-201-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-201-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-016-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-017-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-018-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-019-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-020-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-021-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-022-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-023-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-024-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-025-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-026-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-201-028-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-029-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-030-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-031-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-032-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-033-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-034-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-035-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-036-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-037-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-038-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-201-040-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-041-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-042-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-043-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-044-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-045-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-046-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-047-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-048-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-201-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-201-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-201-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-202-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-202-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-202-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-003-520 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 527-202-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-202-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-202-008-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-202-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-202-010-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-202-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-202-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-202-013-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-202-014-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 527-202-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-016-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-202-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-021-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-202-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-202-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-202-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-202-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-202-032-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-202-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-036-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-202-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-202-040-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-202-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-042-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-202-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-046-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-202-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-202-048-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-202-049-510 | 1,442.00 | 5,787.00 | B | $32.22 | 16.12 |
| 527-202-049-520 | 1,152.00 | 4,617.00 | B | $32.22 | 16.12 |
| 527-202-050-000 | 2,705.00 | 10,820.00 | B | $32.22 | 32.22 |
| 527-202-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-202-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-205-001-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-205-002-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-205-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-205-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-205-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-205-006-510 | 1,155.00 | 4,623.00 | B | $32.22 | 16.12 |
| 527-205-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-205-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-009-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 527-205-010-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-205-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-205-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-205-016-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 527-205-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-018-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-205-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-205-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-205-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-205-025-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-205-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-205-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-205-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-205-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-205-029-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-205-030-510 | 1,054.00 | 4,237.00 | B | $32.22 | 16.12 |
| 527-205-030-520 | 832.00 | 3,329.00 | B | $32.22 | 16.12 |
| 527-205-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-205-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-205-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-205-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-205-034-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-205-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-205-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-205-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-205-038-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-205-039-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-205-040-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-205-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-043-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 527-205-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-045-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-205-046-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 527-205-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-205-048-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-205-049-000 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-205-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-205-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-205-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 527-206-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-003-510 | 1,639.00 | 4,919.00 | B | $32.22 | 16.12 |
| 527-206-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-004-520 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 527-206-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-206-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-206-008-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-206-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-206-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-206-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-206-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-206-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-206-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-206-015-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-206-016-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-206-017-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-206-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-206-019-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 527-206-020-000 | 921.00 | 3,693.00 | B | $32.22 | 32.22 |
| 527-206-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-206-022-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-206-023-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-206-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-206-025-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 527-206-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-206-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-206-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-206-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-206-030-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-206-031-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-206-032-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-206-033-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-206-034-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-206-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-206-035-520 | 1,228.00 | 3,688.00 | B | $32.22 | 16.12 |
| 527-206-036-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-206-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-206-037-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-206-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-206-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-206-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-206-041-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-206-042-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-206-043-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-206-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-206-045-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-206-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-206-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-206-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-206-049-510 | 1,152.00 | 4,617.00 | B | $32.22 | 16.12 |
| 527-206-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-206-051-000 | 5,546.00 | 22,207.00 | B | $32.22 | 32.22 |
| 527-206-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-212-001-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 527-212-002-000 | 3,765.00 | 15,076.00 | B | $32.22 | 32.22 |
| 527-212-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-005-000 | 3,215.00 | 12,865.00 | B | $32.22 | 32.22 |
| 527-212-006-000 | 3,567.00 | 14,276.00 | B | $32.22 | 32.22 |
| 527-212-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-212-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-011-000 | 3,716.00 | 14,871.00 | B | $32.22 | 32.22 |
| 527-212-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-212-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-016-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-017-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-018-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-212-019-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-212-020-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-212-021-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-023-000 | 2,537.00 | 10,162.00 | B | $32.22 | 32.22 |
| 527-212-024-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-026-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-212-027-000 | 3,264.00 | 13,056.00 | B | $32.22 | 32.22 |
| 527-212-028-000 | 2,040.00 | 9,180.00 | B | $32.22 | 32.22 |
| 527-212-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-030-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-212-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-033-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-034-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-036-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-037-000 | 2,101.00 | 10,511.00 | B | $32.22 | 32.22 |
| 527-212-038-000 | 2,185.00 | 8,748.00 | B | $32.22 | 32.22 |
| 527-212-039-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-212-040-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-041-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-043-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 527-212-044-000 | 1,769.00 | 7,094.00 | B | $32.22 | 32.22 |
| 527-212-045-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-046-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-212-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-212-050-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 527-212-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-212-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-215-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-215-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-215-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-004-520 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 527-215-005-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-215-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-215-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-215-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-009-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-215-010-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 527-215-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-215-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-013-520 | 1,178.00 | 4,716.00 | B | $32.22 | 16.12 |
| 527-215-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-215-017-000 | 2,244.00 | 5,712.00 | B | $32.22 | 32.22 |
| 527-215-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-020-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-215-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-022-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-215-023-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-215-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-025-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-215-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-215-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-029-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-215-030-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-215-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-033-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-215-034-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 527-215-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-037-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-215-037-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-215-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-215-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-215-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-215-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-041-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-215-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-046-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-215-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-215-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-215-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-215-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-215-052-000 | 5,673.00 | 22,718.00 | B | $32.22 | 32.22 |
| 527-216-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-004-520 | 1,671.00 | 5,017.00 | B | $32.22 | 16.12 |
| 527-216-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-216-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-008-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-216-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-010-510 | 1,639.00 | 4,919.00 | B | $32.22 | 16.12 |
| 527-216-010-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-011-510 | 2,731.00 | 10,931.00 | B | $32.22 | 16.12 |
| 527-216-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-216-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-216-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-216-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-216-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-216-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-216-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-216-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-216-022-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-216-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-216-025-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-216-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-216-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-216-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-216-028-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-216-029-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-216-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-031-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-216-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-034-510 | 1,228.00 | 3,688.00 | B | $32.22 | 16.12 |
| 527-216-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-216-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-216-039-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-216-040-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-216-041-000 | 4,000.00 | 16,000.00 | B | $32.22 | 32.22 |
| 527-216-042-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 527-216-043-000 | 2,244.00 | 5,712.00 | B | $32.22 | 32.22 |
| 527-216-044-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-216-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-216-046-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-216-047-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-216-048-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-216-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-216-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-216-052-000 | 3,121.00 | 12,484.00 | B | $32.22 | 32.22 |
| 527-218-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-002-000 | 3,691.00 | 14,782.00 | B | $32.22 | 32.22 |
| 527-218-003-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 527-218-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-005-000 | 3,691.00 | 14,782.00 | B | $32.22 | 32.22 |
| 527-218-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-007-000 | 9,225.00 | 36,922.00 | B | $32.22 | 32.22 |
| 527-218-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-012-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-218-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-015-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-218-016-000 | 1,632.00 | 6,528.00 | B | $32.22 | 32.22 |
| 527-218-017-000 | 1,651.00 | 6,621.00 | B | $32.22 | 32.22 |
| 527-218-018-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-019-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 527-218-020-000 | 1,748.00 | 6,997.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-218-021-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-023-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-024-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-030-000 | 2,080.00 | 10,404.00 | B | $32.22 | 32.22 |
| 527-218-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-033-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-218-034-000 | 2,537.00 | 10,162.00 | B | $32.22 | 32.22 |
| 527-218-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-036-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-218-040-000 | 1,769.00 | 7,094.00 | B | $32.22 | 32.22 |
| 527-218-041-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-042-000 | 4,000.00 | 16,000.00 | B | $32.22 | 32.22 |
| 527-218-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-045-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-046-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-218-048-000 | 1,680.00 | 6,726.00 | B | $32.22 | 32.22 |
| 527-218-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-218-050-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 527-218-051-000 | 9,225.00 | 36,922.00 | B | $32.22 | 32.22 |
| 527-218-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-223-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-223-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-223-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-223-008-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-223-009-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-223-010-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-223-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-012-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-223-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-223-013-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-223-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-016-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-223-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-223-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-223-019-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-223-020-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-223-021-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-223-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-223-023-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-223-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-025-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-223-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-223-028-510 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 527-223-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-223-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-031-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-223-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-223-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-223-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-223-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-036-000 | 1,560.00 | 5,202.00 | B | $32.22 | 32.22 |
| 527-223-037-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-223-038-510 | 941.00 | 3,781.00 | B | $32.22 | 16.12 |
| 527-223-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-223-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-223-040-000 | 2,244.00 | 5,712.00 | B | $32.22 | 32.22 |
| 527-223-041-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 527-223-042-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-223-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-223-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-223-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-223-046-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-223-047-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 527-223-048-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 527-223-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-223-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-223-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-224-001-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-224-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-224-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-224-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-224-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-224-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-224-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-224-012-520 | 1,671.00 | 5,017.00 | B | $32.22 | 16.12 |
| 527-224-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-020-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 527-224-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-022-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-224-023-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-224-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-224-025-520 | 1,228.00 | 3,688.00 | B | $32.22 | 16.12 |
| 527-224-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-224-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-224-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-035-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-224-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-038-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-224-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-224-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-045-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-224-046-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-224-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-224-049-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-224-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-224-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-224-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-225-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-003-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 527-225-004-000 | 3,637.00 | 14,561.00 | B | $32.22 | 32.22 |
| 527-225-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-007-000 | 8,748.00 | 34,994.00 | B | $32.22 | 32.22 |
| 527-225-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-009-000 | 3,765.00 | 15,076.00 | B | $32.22 | 32.22 |
| 527-225-010-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 527-225-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-012-000 | 3,567.00 | 14,276.00 | B | $32.22 | 32.22 |
| 527-225-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-014-000 | 3,781.00 | 15,145.00 | B | $32.22 | 32.22 |
| 527-225-016-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 527-225-017-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 527-225-018-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-225-019-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-225-020-000 | 1,713.00 | 6,860.00 | B | $32.22 | 32.22 |
| 527-225-021-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-225-022-000 | 1,500.00 | 6,000.00 | B | $32.22 | 32.22 |
| 527-225-023-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-024-000 | 2,000.00 | 8,000.00 | B | $32.22 | 32.22 |
| 527-225-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-027-000 | 6,800.00 | 27,200.00 | B | $32.22 | 32.22 |
| 527-225-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-033-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-034-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-036-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-037-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 527-225-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-225-039-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-225-040-000 | 1,500.00 | 6,000.00 | B | $32.22 | 32.22 |
| 527-225-041-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-225-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-225-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-225-044-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-225-045-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-225-046-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 527-225-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-225-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-225-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-225-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-225-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-226-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-226-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-226-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-226-003-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-226-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-226-005-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-226-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-226-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-226-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-226-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-226-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-226-010-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-226-010-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-226-011-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-226-012-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-226-013-000 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-226-014-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 527-226-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-017-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-226-018-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-226-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-023-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-226-024-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-226-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-226-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-226-026-000 | 1,803.00 | 7,237.00 | B | $32.22 | 32.22 |
| 527-226-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-226-028-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-226-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-226-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-226-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-226-032-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-226-033-510 | 906.00 | 3,637.00 | B | $32.22 | 16.12 |
| 527-226-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-226-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-226-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-226-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-226-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-226-037-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-226-038-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-226-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-226-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-041-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-226-042-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-226-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-044-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-226-045-000 | 1,144.00 | 4,577.00 | B | $32.22 | 32.22 |
| 527-226-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-226-048-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-226-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-226-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-226-051-000 | 5,028.00 | 20,121.00 | B | $32.22 | 32.22 |
| 527-226-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-231-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-006-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-231-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-231-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-231-024-000 | 1,575.00 | 5,255.00 | B | $32.22 | 32.22 |
| 527-231-025-510 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 527-231-025-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-231-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-231-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-231-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-231-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-231-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-231-036-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-231-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-231-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-231-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-039-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-231-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-231-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-231-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-231-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-231-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-232-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-232-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-232-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-232-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-232-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-232-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-232-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-232-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-233-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-233-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-233-023-520 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 527-233-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-233-025-520 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 527-233-026-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-233-027-000 | 3,307.00 | 13,249.00 | B | $32.22 | 32.22 |
| 527-233-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-029-000 | 1,713.00 | 6,860.00 | B | $32.22 | 32.22 |
| 527-233-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-233-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-233-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-233-039-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-233-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-233-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-233-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-233-052-000 | 6,560.00 | 26,245.00 | B | $32.22 | 32.22 |
| 527-234-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-234-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-234-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-234-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-234-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-234-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-234-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-234-052-000 | 6,560.00 | 26,245.00 | B | $32.22 | 32.22 |
| 527-239-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-239-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-239-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-023-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-239-024-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-239-025-000 | 1,748.00 | 6,997.00 | B | $32.22 | 32.22 |
| 527-239-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-239-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-030-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-239-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-032-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-239-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-034-000 | 1,632.00 | 6,528.00 | B | $32.22 | 32.22 |
| 527-239-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-239-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-239-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-239-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-239-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-239-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-240-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-240-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-240-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-240-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-240-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-240-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-240-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-240-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-241-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-241-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-241-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-241-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-241-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-241-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-241-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-029-000 | 1,748.00 | 6,997.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-241-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-032-510 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 527-241-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-241-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-034-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-241-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-241-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-241-037-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-241-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-241-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-241-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-241-051-000 | 4,800.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-241-052-000 | 5,673.00 | 22,718.00 | B | $32.22 | 32.22 |
| 527-242-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-242-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-010-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-242-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-242-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-242-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-242-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-242-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-242-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-242-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-242-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-248-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-248-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-014-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-248-016-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-017-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-018-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-019-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-020-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-021-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-022-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-023-000 | 5,447.00 | 21,825.00 | B | $32.22 | 32.22 |
| 527-248-024-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-248-025-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-026-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-027-000 | 6,800.00 | 27,200.00 | B | $32.22 | 32.22 |
| 527-248-028-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-029-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-030-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-031-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-032-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-033-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-034-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-035-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-036-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-037-000 | 3,195.00 | 12,801.00 | B | $32.22 | 32.22 |
| 527-248-038-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-039-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-040-000 | 2,454.00 | 9,846.00 | B | $32.22 | 32.22 |
| 527-248-041-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-042-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-043-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-044-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-248-045-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-046-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-047-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-048-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-248-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-248-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-248-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-252-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-007-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-252-008-000 | 2,185.00 | 8,748.00 | B | $32.22 | 32.22 |
| 527-252-009-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-252-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-011-000 | 2,358.00 | 9,433.00 | B | $32.22 | 32.22 |
| 527-252-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-014-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-252-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-252-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-252-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-252-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-252-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-252-050-000 | 2,358.00 | 9,433.00 | B | $32.22 | 32.22 |
| 527-252-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-252-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-253-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-004-000 | 2,185.00 | 8,748.00 | B | $32.22 | 32.22 |
| 527-253-005-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-253-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-253-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-253-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-253-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-025-510 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 527-253-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-253-026-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-253-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-253-028-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-253-029-000 | 1,632.00 | 6,528.00 | B | $32.22 | 32.22 |
| 527-253-030-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-253-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-032-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-253-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-253-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-253-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-253-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-253-052-000 | 5,673.00 | 22,718.00 | B | $32.22 | 32.22 |
| 527-254-001-000 | 2,358.00 | 9,433.00 | B | $32.22 | 32.22 |
| 527-254-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-006-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 527-254-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-254-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-009-000 | 2,244.00 | 8,976.00 | B | $32.22 | 32.22 |
| 527-254-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-254-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-254-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-254-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-254-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-254-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-254-052-000 | 6,690.00 | 26,769.00 | B | $32.22 | 32.22 |
| 527-301-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-301-006-520 | 2,600.00 | 10,400.00 | B | $32.22 | 16.12 |
| 527-301-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-301-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-301-008-520 | 1,155.00 | 4,623.00 | B | $32.22 | 16.12 |
| 527-301-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-011-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-301-012-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-301-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-301-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-016-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-301-017-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-301-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-023-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 527-301-024-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-301-025-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-301-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-301-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-301-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-301-029-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-301-030-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-301-031-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-301-032-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-301-033-000 | 1,500.00 | 6,000.00 | B | $32.22 | 32.22 |
| 527-301-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-301-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-301-036-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 527-301-037-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-301-038-000 | 1,560.00 | 5,202.00 | B | $32.22 | 32.22 |
| 527-301-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-301-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-041-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 527-301-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-043-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-301-044-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-301-045-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-301-046-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-301-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-301-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-301-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-301-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-301-051-000 | 5,139.00 | 20,592.00 | B | $32.22 | 32.22 |
| 527-301-052-000 | 5,541.00 | 22,174.00 | B | $32.22 | 32.22 |
| 527-302-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-302-002-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 527-302-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-302-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-302-004-510 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 527-302-004-520 | 2,786.00 | 11,149.00 | B | $32.22 | 16.12 |
| 527-302-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-302-006-510 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 527-302-006-520 | 977.00 | 4,790.00 | B | $32.22 | 16.12 |
| 527-302-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-302-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-302-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-302-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-302-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-302-011-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 527-302-012-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 527-302-013-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-302-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-302-016-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-302-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-302-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-022-000 | 1,035.00 | 4,154.00 | B | $32.22 | 32.22 |
| 527-302-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-024-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-302-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-302-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-302-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-030-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-302-031-510 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 527-302-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-302-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-302-032-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-302-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-302-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-041-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-302-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-043-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-302-044-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-302-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-302-048-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-302-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-302-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-302-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-302-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-302-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-305-001-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-305-002-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 527-305-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-305-008-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-305-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-305-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-305-010-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 527-305-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-014-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-305-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-016-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 527-305-017-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-305-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-020-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-305-021-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-305-021-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-305-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-305-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-305-024-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-305-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-305-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-305-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-305-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-305-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-305-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-305-029-510 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 527-305-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-305-030-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-305-031-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-305-032-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-305-033-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-305-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-305-036-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-305-037-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-305-038-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 527-305-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-305-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-041-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-305-041-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-305-042-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-305-043-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-305-043-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-305-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-045-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-305-045-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-305-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-305-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-305-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-305-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-305-051-000 | 5,139.00 | 20,592.00 | B | $32.22 | 32.22 |
| 527-305-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-306-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-306-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-306-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-306-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-306-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-019-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-306-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-021-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-306-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-023-510 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 527-306-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-025-520 | 906.00 | 3,637.00 | B | $32.22 | 16.12 |
| 527-306-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-306-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-032-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-306-033-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-306-034-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-306-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-306-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-306-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-041-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-306-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-044-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-306-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-306-048-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-306-049-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-306-050-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-306-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-306-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-312-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-002-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-312-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-004-000 | 3,060.00 | 12,240.00 | B | $32.22 | 32.22 |
| 527-312-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-312-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-009-000 | 3,498.00 | 13,997.00 | B | $32.22 | 32.22 |
| 527-312-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-015-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-016-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-017-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-312-018-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-019-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-312-020-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-021-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-023-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-024-000 | 2,185.00 | 8,748.00 | B | $32.22 | 32.22 |
| 527-312-025-000 | 2,144.00 | 10,721.00 | B | $32.22 | 32.22 |
| 527-312-026-000 | 2,040.00 | 9,180.00 | B | $32.22 | 32.22 |
| 527-312-027-000 | 6,800.00 | 27,200.00 | B | $32.22 | 32.22 |
| 527-312-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-033-000 | 2,040.00 | 10,200.00 | B | $32.22 | 32.22 |
| 527-312-034-000 | 2,040.00 | 9,180.00 | B | $32.22 | 32.22 |
| 527-312-035-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 527-312-036-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-038-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-312-039-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-312-040-000 | 1,769.00 | 7,094.00 | B | $32.22 | 32.22 |
| 527-312-041-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-312-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-045-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-312-046-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-312-047-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-312-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-312-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-312-050-000 | 3,716.00 | 14,871.00 | B | $32.22 | 32.22 |
| 527-312-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-312-052-000 | 9,936.00 | 39,763.00 | B | $32.22 | 32.22 |
| 527-315-001-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-315-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-315-008-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 527-315-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-015-510 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-315-015-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-016-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-016-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-017-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-315-018-510 | 513.00 | 2,076.00 | B | $32.22 | 16.12 |
| 527-315-018-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-315-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-315-020-510 | 420.00 | 1,680.00 | B | $32.22 | 16.12 |
| 527-315-020-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-021-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-315-022-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-022-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-315-023-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-315-024-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-315-025-000 | 1,575.00 | 5,255.00 | B | $32.22 | 32.22 |
| 527-315-026-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-315-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-315-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-029-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 527-315-030-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-315-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-035-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-315-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-315-040-510 | 428.00 | 1,713.00 | B | $32.22 | 16.12 |
| 527-315-040-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-041-510 | 428.00 | 1,713.00 | B | $32.22 | 16.12 |
| 527-315-041-520 | 516.00 | 2,075.00 | B | $32.22 | 16.12 |
| 527-315-042-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-315-043-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-043-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-315-045-510 | 436.00 | 1,748.00 | B | $32.22 | 16.12 |
| 527-315-045-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-315-046-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-315-047-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-315-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-315-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-315-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-315-052-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-316-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-316-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-316-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-316-002-520 | 1,442.00 | 5,787.00 | B | $32.22 | 16.12 |
| 527-316-003-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-316-004-510 | 1,178.00 | 4,716.00 | B | $32.22 | 16.12 |
| 527-316-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-316-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-316-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-316-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-316-008-510 | 977.00 | 4,790.00 | B | $32.22 | 16.12 |
| 527-316-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-316-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-316-010-510 | 1,152.00 | 4,617.00 | B | $32.22 | 16.12 |
| 527-316-010-520 | 1,152.00 | 4,617.00 | B | $32.22 | 16.12 |
| 527-316-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-316-012-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 527-316-013-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-316-014-510 | 1,671.00 | 5,017.00 | B | $32.22 | 16.12 |
| 527-316-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-316-016-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-316-016-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-316-017-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-316-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-316-019-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-316-020-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-316-020-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-316-021-510 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-316-021-520 | 513.00 | 2,076.00 | B | $32.22 | 16.12 |
| 527-316-022-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-316-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-316-028-510 | 1,252.00 | 3,762.00 | B | $32.22 | 16.12 |
| 527-316-028-520 | 1,035.00 | 4,154.00 | B | $32.22 | 16.12 |
| 527-316-029-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-316-030-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-316-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-316-031-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-316-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-034-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-316-035-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-316-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-316-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-316-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-316-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-316-041-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-316-042-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 527-316-043-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-316-044-510 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-316-044-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-316-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-316-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-316-047-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-316-047-520 | 436.00 | 1,748.00 | B | $32.22 | 16.12 |
| 527-316-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-316-049-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-316-049-520 | 1,442.00 | 5,787.00 | B | $32.22 | 16.12 |
| 527-316-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-316-051-000 | 5,230.00 | 20,933.00 | B | $32.22 | 32.22 |
| 527-316-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-318-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-005-000 | 3,215.00 | 12,865.00 | B | $32.22 | 32.22 |
| 527-318-006-000 | 3,498.00 | 13,997.00 | B | $32.22 | 32.22 |
| 527-318-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-318-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-009-000 | 3,781.00 | 15,145.00 | B | $32.22 | 32.22 |
| 527-318-010-000 | 3,381.00 | 13,542.00 | B | $32.22 | 32.22 |
| 527-318-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-016-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-318-017-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-018-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-318-019-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-318-020-000 | 1,880.00 | 7,534.00 | B | $32.22 | 32.22 |
| 527-318-021-000 | 1,651.00 | 6,621.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-318-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-023-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-026-000 | 2,452.00 | 9,814.00 | B | $32.22 | 32.22 |
| 527-318-027-000 | 8,042.00 | 32,188.00 | B | $32.22 | 32.22 |
| 527-318-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-029-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-318-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-033-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-318-034-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-035-000 | 2,452.00 | 9,814.00 | B | $32.22 | 32.22 |
| 527-318-036-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-318-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-038-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-318-039-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-318-040-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-041-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-045-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-046-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-318-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-318-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-318-051-000 | 9,186.00 | 36,757.00 | B | $32.22 | 32.22 |
| 527-318-052-000 | 8,000.00 | 34,000.00 | B | $32.22 | 32.22 |
| 527-323-001-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 527-323-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-323-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-323-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-323-013-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-323-014-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-323-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-016-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-323-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-020-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-323-020-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-323-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-022-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-323-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-024-510 | 2,200.00 | 8,800.00 | B | $32.22 | 16.12 |
| 527-323-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-323-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-323-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-323-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-323-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-323-027-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-323-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-030-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-323-031-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-323-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-323-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-323-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-323-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-041-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-323-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-043-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-323-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-323-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-323-051-000 | 5,139.00 | 20,592.00 | B | $32.22 | 32.22 |
| 527-323-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-324-001-510 | 2,200.00 | 8,800.00 | B | $32.22 | 16.12 |
| 527-324-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-324-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-004-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 527-324-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-324-006-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-324-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-324-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-324-010-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-010-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-324-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-013-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-014-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-016-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-324-017-510 | 444.00 | 1,782.00 | B | $32.22 | 16.12 |
| 527-324-017-520 | 2,200.00 | 8,800.00 | B | $32.22 | 16.12 |
| 527-324-018-510 | 444.00 | 1,782.00 | B | $32.22 | 16.12 |
| 527-324-018-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-019-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 527-324-020-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-020-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-021-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-021-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-022-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-324-023-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-324-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-324-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-324-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-324-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-324-040-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-040-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-041-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-324-042-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-324-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-324-044-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-324-045-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 527-324-046-000 | 2,244.00 | 5,712.00 | B | $32.22 | 32.22 |
| 527-324-047-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-324-047-520 | 525.00 | 2,118.00 | B | $32.22 | 16.12 |
| 527-324-048-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-324-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-324-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-324-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-324-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-325-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-006-000 | 3,498.00 | 13,997.00 | B | $32.22 | 32.22 |
| 527-325-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-325-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-011-000 | 3,215.00 | 12,865.00 | B | $32.22 | 32.22 |
| 527-325-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-015-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-016-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 527-325-017-000 | 1,748.00 | 6,997.00 | B | $32.22 | 32.22 |
| 527-325-018-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-019-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-020-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-021-000 | 1,845.00 | 7,388.00 | B | $32.22 | 32.22 |
| 527-325-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-023-000 | 2,452.00 | 9,814.00 | B | $32.22 | 32.22 |
| 527-325-024-000 | 2,143.00 | 9,979.00 | B | $32.22 | 32.22 |
| 527-325-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-027-000 | 4,080.00 | 16,320.00 | B | $32.22 | 32.22 |
| 527-325-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-029-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-325-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-325-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-032-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-325-034-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-036-000 | 2,358.00 | 9,433.00 | B | $32.22 | 32.22 |
| 527-325-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-325-039-000 | 2,040.00 | 10,200.00 | B | $32.22 | 32.22 |
| 527-325-040-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-041-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-042-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-325-043-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-325-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-045-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-325-046-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-325-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-325-050-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |
| 527-325-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-325-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-326-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-002-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 527-326-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-326-008-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 527-326-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-012-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-326-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-016-000 | 1,022.00 | 4,093.00 | B | $32.22 | 32.22 |
| 527-326-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-019-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-326-020-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-326-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-326-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-326-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-029-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-029-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-326-031-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-326-031-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-326-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-326-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-326-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-326-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-326-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-326-040-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-326-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-042-000 | 2,244.00 | 5,712.00 | B | $32.22 | 32.22 |
| 527-326-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-326-049-510 | 1,152.00 | 4,617.00 | B | $32.22 | 16.12 |
| 527-326-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-326-050-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 527-326-051-000 | 5,139.00 | 20,592.00 | B | $32.22 | 32.22 |
| 527-326-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 527-331-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-331-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-331-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-331-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-331-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-331-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-331-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-331-050-000 | 2,288.00 | 9,155.00 | B | $32.22 | 32.22 |
| 527-331-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-331-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-332-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-332-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-014-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-332-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-332-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-332-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-332-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-332-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-332-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-332-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-333-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-333-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-333-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-333-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-333-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-333-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-333-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-333-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-334-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-334-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-334-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-015-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-334-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-334-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-334-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-334-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-334-050-000 | 2,358.00 | 9,433.00 | B | $32.22 | 32.22 |
| 527-334-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-334-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-339-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-339-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-339-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-339-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-339-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-339-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-339-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-339-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-339-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-340-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-341-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-341-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-016-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-017-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-018-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-019-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-020-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-021-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-022-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-341-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-341-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-341-038-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-341-039-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-341-040-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-041-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-042-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-043-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-044-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-045-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-046-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-047-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-048-000 | 1,346.00 | 5,410.00 | B | $32.22 | 32.22 |
| 527-341-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-341-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-341-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-342-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-348-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-348-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-015-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-016-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-017-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-018-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-019-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-020-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-021-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-022-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-023-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-024-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-025-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-026-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-027-000 | 6,800.00 | 27,200.00 | B | $32.22 | 32.22 |
| 527-348-028-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-029-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-030-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-031-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-032-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-033-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-348-034-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-035-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-036-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-037-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-038-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-039-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-348-040-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-041-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-042-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-043-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-044-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-045-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-046-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-047-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-048-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-348-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-348-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-348-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-352-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-353-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-354-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-401-001-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-401-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-401-002-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-401-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-401-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-401-017-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-401-018-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-401-019-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-019-520 | 550.00 | 2,200.00 | B | $32.22 | 16.12 |
| 527-401-020-510 | 513.00 | 2,076.00 | B | $32.22 | 16.12 |
| 527-401-020-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-021-510 | 516.00 | 2,075.00 | B | $32.22 | 16.12 |
| 527-401-021-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-401-022-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-022-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-401-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-401-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-037-510 | 689.00 | 2,768.00 | B | $32.22 | 16.12 |
| 527-401-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-401-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-401-040-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-040-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-401-042-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-042-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-401-043-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-401-044-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-401-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-401-046-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-401-047-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-401-047-520 | 513.00 | 2,076.00 | B | $32.22 | 16.12 |
| 527-401-048-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-401-049-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-401-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-051-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-401-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-402-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-402-008-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-402-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-402-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-402-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-011-000 | 2,272.00 | 9,099.00 | B | $32.22 | 32.22 |
| 527-402-012-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 527-402-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-014-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-402-014-520 | 1,320.00 | 5,307.00 | B | $32.22 | 16.12 |
| 527-402-015-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-015-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-016-510 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-402-016-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-402-018-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-018-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-019-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-019-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-020-510 | 512.00 | 2,067.00 | B | $32.22 | 16.12 |
| 527-402-021-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-022-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-402-023-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-402-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-025-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-402-026-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-402-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-402-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-030-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-402-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-402-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-402-040-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-040-520 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-402-041-000 | 2,244.00 | 5,712.00 | B | $32.22 | 32.22 |
| 527-402-042-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-402-043-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-043-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-044-510 | 444.00 | 1,782.00 | B | $32.22 | 16.12 |
| 527-402-045-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-402-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-402-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-402-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-402-049-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-402-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-402-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-402-052-000 | 6,003.00 | 24,015.00 | B | $32.22 | 32.22 |
| 527-405-001-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-405-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-005-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-405-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-405-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-011-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-405-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-405-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-405-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-014-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-405-016-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-016-520 | 428.00 | 1,713.00 | B | $32.22 | 16.12 |
| 527-405-017-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-017-520 | 444.00 | 1,782.00 | B | $32.22 | 16.12 |
| 527-405-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-405-019-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-019-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-405-020-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-020-520 | 444.00 | 1,782.00 | B | $32.22 | 16.12 |
| 527-405-021-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-405-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-405-028-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-405-028-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-405-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-405-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-405-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-405-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-037-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-405-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-405-040-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-040-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-041-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-041-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-405-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-405-043-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-405-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-405-045-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-405-046-000 | 1,178.00 | 4,716.00 | B | $32.22 | 32.22 |
| 527-405-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-405-049-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-405-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-405-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-405-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-406-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-005-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-406-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-406-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-015-510 | 523.00 | 2,117.00 | B | $32.22 | 16.12 |
| 527-406-016-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-406-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-406-018-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-406-019-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-406-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-406-021-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-406-022-000 | 1,001.00 | 4,013.00 | B | $32.22 | 32.22 |
| 527-406-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-406-024-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-406-025-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-406-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-406-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-406-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-406-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-406-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-406-030-520 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 527-406-031-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-406-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-406-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-406-033-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-406-034-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-406-034-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-406-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-406-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-406-037-510 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 527-406-037-520 | 893.00 | 3,593.00 | B | $32.22 | 16.12 |
| 527-406-038-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-406-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-406-040-510 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-406-041-510 | 516.00 | 2,075.00 | B | $32.22 | 16.12 |
| 527-406-042-510 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-406-043-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-406-044-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-406-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-406-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-406-047-510 | 459.00 | 1,845.00 | B | $32.22 | 16.12 |
| 527-406-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-406-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-406-050-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-406-051-000 | 5,139.00 | 20,592.00 | B | $32.22 | 32.22 |
| 527-406-052-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-412-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-006-000 | 3,637.00 | 14,561.00 | B | $32.22 | 32.22 |
| 527-412-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-412-008-000 | 3,781.00 | 15,145.00 | B | $32.22 | 32.22 |
| 527-412-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-013-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-016-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-018-000 | 1,680.00 | 6,726.00 | B | $32.22 | 32.22 |
| 527-412-019-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-412-020-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-023-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-024-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-027-000 | 6,690.00 | 26,769.00 | B | $32.22 | 32.22 |
| 527-412-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-033-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-034-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-412-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-036-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-038-000 | 2,185.00 | 8,748.00 | B | $32.22 | 32.22 |
| 527-412-039-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-412-040-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-041-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-412-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-045-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-046-000 | 1,880.00 | 7,534.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-412-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-412-048-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-412-049-000 | 3,765.00 | 15,076.00 | B | $32.22 | 32.22 |
| 527-412-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-412-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-412-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-415-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-004-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-415-005-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-415-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-415-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-010-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-415-010-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-415-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-013-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-415-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-018-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-415-018-520 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-415-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-020-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-415-021-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-415-021-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-415-022-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-415-022-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-415-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-415-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-415-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-415-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-415-028-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-415-029-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-415-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-415-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-415-032-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-415-033-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-415-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-415-037-520 | 1,228.00 | 3,688.00 | B | $32.22 | 16.12 |
| 527-415-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-039-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-415-040-000 | 1,054.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-415-041-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-415-041-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-415-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-043-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-415-044-510 | 428.00 | 1,713.00 | B | $32.22 | 16.12 |
| 527-415-044-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-415-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-415-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-415-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-415-052-000 | 6,368.00 | 25,484.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-416-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-416-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-010-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-416-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-013-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-416-014-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-416-015-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-016-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-416-016-520 | 512.00 | 2,067.00 | B | $32.22 | 16.12 |
| 527-416-017-000 | 941.00 | 3,781.00 | B | $32.22 | 32.22 |
| 527-416-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-020-510 | 525.00 | 2,118.00 | B | $32.22 | 16.12 |
| 527-416-020-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-416-021-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-416-021-520 | 512.00 | 2,067.00 | B | $32.22 | 16.12 |
| 527-416-022-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-416-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-024-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-416-024-520 | 938.00 | 3,765.00 | B | $32.22 | 16.12 |
| 527-416-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-416-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-416-028-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-416-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-031-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-416-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-416-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-416-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-416-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-416-036-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-416-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-416-040-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-416-040-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-416-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-044-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 527-416-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-416-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-416-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-416-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-418-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-418-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-004-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |
| 527-418-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-418-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-013-000 | 3,765.00 | 15,076.00 | B | $32.22 | 32.22 |
| 527-418-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-015-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-016-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-017-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-018-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-019-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-020-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-021-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-023-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-024-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-025-000 | 2,040.00 | 9,180.00 | B | $32.22 | 32.22 |
| 527-418-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-033-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-034-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-036-000 | 2,185.00 | 8,748.00 | B | $32.22 | 32.22 |
| 527-418-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-418-039-000 | 2,622.00 | 10,496.00 | B | $32.22 | 32.22 |
| 527-418-040-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-041-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-045-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-046-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-418-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-418-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-418-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-423-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-002-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-423-002-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-423-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-423-008-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-423-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-423-010-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 527-423-011-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-423-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-013-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-423-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-016-000 | 1,005.00 | 4,049.00 | B | $32.22 | 32.22 |
| 527-423-017-510 | 416.00 | 1,664.00 | B | $32.22 | 16.12 |
| 527-423-017-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-423-019-510 | 512.00 | 2,067.00 | B | $32.22 | 16.12 |
| 527-423-019-520 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-423-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-423-021-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-423-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-423-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-423-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-423-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-423-026-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-423-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-423-028-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-423-029-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-423-030-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-423-031-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-423-032-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-423-033-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-423-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-423-035-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-423-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-423-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-423-037-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-423-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-423-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-423-040-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-423-040-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-041-510 | 444.00 | 1,782.00 | B | $32.22 | 16.12 |
| 527-423-041-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-423-043-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-043-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-044-510 | 444.00 | 1,782.00 | B | $32.22 | 16.12 |
| 527-423-044-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-423-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-423-047-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-047-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-048-510 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-423-048-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-423-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-423-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-423-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-424-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-002-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-424-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-004-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-424-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-424-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-424-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-424-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-424-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-424-013-520 | 1,639.00 | 4,919.00 | B | $32.22 | 16.12 |
| 527-424-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-015-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 527-424-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-018-000 | 1,100.00 | 4,400.00 | B | $32.22 | 32.22 |
| 527-424-019-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-424-019-520 | 1,122.00 | 4,488.00 | B | $32.22 | 16.12 |
| 527-424-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-424-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-424-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-424-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-424-026-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-424-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-424-028-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-424-029-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-424-030-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-424-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-424-032-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-424-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-424-034-000 | 1,560.00 | 5,202.00 | B | $32.22 | 32.22 |
| 527-424-035-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-424-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-424-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-424-037-520 | 1,228.00 | 3,688.00 | B | $32.22 | 16.12 |
| 527-424-038-000 | 1,560.00 | 5,202.00 | B | $32.22 | 32.22 |
| 527-424-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-424-039-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-424-040-000 | 1,026.00 | 4,129.00 | B | $32.22 | 32.22 |
| 527-424-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-042-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-424-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-045-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-424-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-424-048-510 | 512.00 | 2,067.00 | B | $32.22 | 16.12 |
| 527-424-048-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-424-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-424-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-424-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-424-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-424-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-425-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-425-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-425-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-013-000 | 3,691.00 | 14,782.00 | B | $32.22 | 32.22 |
| 527-425-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-016-000 | 1,360.00 | 5,440.00 | B | $32.22 | 32.22 |
| 527-425-017-000 | 1,680.00 | 6,726.00 | B | $32.22 | 32.22 |
| 527-425-018-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-019-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-020-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-425-021-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-023-000 | 2,040.00 | 9,180.00 | B | $32.22 | 32.22 |
| 527-425-024-000 | 2,101.00 | 10,511.00 | B | $32.22 | 32.22 |
| 527-425-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-027-000 | 6,800.00 | 27,200.00 | B | $32.22 | 32.22 |
| 527-425-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-032-000 | 2,101.00 | 10,511.00 | B | $32.22 | 32.22 |
| 527-425-033-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-034-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-036-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-039-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-425-040-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-425-041-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-425-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-045-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-046-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-047-000 | 1,664.00 | 6,658.00 | B | $32.22 | 32.22 |
| 527-425-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-425-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-425-051-000 | 9,225.00 | 36,922.00 | B | $32.22 | 32.22 |
| 527-425-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-426-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-002-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-426-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-004-510 | 1,639.00 | 4,919.00 | B | $32.22 | 16.12 |
| 527-426-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-426-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-426-008-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-426-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-011-000 | 2,272.00 | 9,099.00 | B | $32.22 | 32.22 |
| 527-426-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-013-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-426-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-426-017-510 | 513.00 | 2,076.00 | B | $32.22 | 16.12 |
| 527-426-017-520 | 416.00 | 1,664.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-426-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-426-019-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-019-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-020-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-020-520 | 550.00 | 2,200.00 | B | $32.22 | 16.12 |
| 527-426-021-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-021-520 | 459.00 | 1,845.00 | B | $32.22 | 16.12 |
| 527-426-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-426-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-026-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-426-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-426-028-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-426-029-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-426-030-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-426-031-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-426-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-426-040-510 | 550.00 | 2,200.00 | B | $32.22 | 16.12 |
| 527-426-040-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-041-510 | 550.00 | 2,200.00 | B | $32.22 | 16.12 |
| 527-426-041-520 | 516.00 | 2,075.00 | B | $32.22 | 16.12 |
| 527-426-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-426-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-426-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-426-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-426-046-000 | 1,155.00 | 4,623.00 | B | $32.22 | 32.22 |
| 527-426-047-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-047-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-048-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-426-048-520 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-426-049-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-426-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-426-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-426-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 527-431-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-432-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-433-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-434-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-439-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-440-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-441-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-442-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-448-001-000 | 139,600.00 | 558,400.00 | B | $32.22 | 1,643.22 |
| 527-452-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-453-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-454-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-501-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-006-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-501-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-501-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-501-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-010-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-501-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-024-510 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-501-024-520 | 832.00 | 3,329.00 | B | $32.22 | 16.12 |
| 527-501-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-026-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-501-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-501-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-035-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 527-501-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-501-038-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-501-039-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-501-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-501-049-000 | 2,272.00 | 9,099.00 | B | $32.22 | 32.22 |
| 527-501-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-501-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-501-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-502-001-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-502-002-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-502-003-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-502-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-006-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-502-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-502-008-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-502-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-012-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-502-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-502-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-502-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-033-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-502-034-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-502-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-036-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-502-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-502-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-502-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-502-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-502-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-502-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-502-049-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-502-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-502-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-502-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-505-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-505-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-505-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-505-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-505-023-000 | 1,382.00 | 5,541.00 | B | $32.22 | 32.22 |
| 527-505-024-000 | 1,760.00 | 7,040.00 | B | $32.22 | 32.22 |
| 527-505-025-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 527-505-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-505-028-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-505-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-030-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-505-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-505-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-505-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-505-037-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-505-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-505-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-505-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-505-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-505-050-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-505-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-505-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-506-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-506-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-506-004-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 527-506-005-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-506-006-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 527-506-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-506-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-506-009-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-506-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-506-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-506-012-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-506-014-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-506-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-018-510 | 420.00 | 1,680.00 | B | $32.22 | 16.12 |
| 527-506-018-520 | 513.00 | 2,076.00 | B | $32.22 | 16.12 |
| 527-506-019-000 | 2,244.00 | 5,712.00 | B | $32.22 | 32.22 |
| 527-506-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-021-000 | 1,122.00 | 4,488.00 | B | $32.22 | 32.22 |
| 527-506-022-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-506-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-026-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-506-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-506-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-506-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-506-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-506-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-506-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-512-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-512-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-006-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-512-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-512-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-010-000 | 2,227.00 | 8,921.00 | B | $32.22 | 32.22 |
| 527-512-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-014-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-512-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-023-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-512-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-512-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-512-025-520 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-512-026-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-512-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-512-028-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 527-512-029-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-512-030-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-512-030-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-512-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-512-031-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-512-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-512-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-512-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-512-034-000 | 2,117.00 | 8,493.00 | B | $32.22 | 32.22 |
| 527-512-035-000 | 1,382.00 | 5,541.00 | B | $32.22 | 32.22 |
| 527-512-036-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-512-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-512-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-512-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-512-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-512-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-512-050-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-512-050-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-512-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-512-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-515-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-006-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-515-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-515-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-010-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-515-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-014-000 | 2,596.00 | 10,410.00 | B | $32.22 | 32.22 |
| 527-515-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-023-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-515-023-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-515-024-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 527-515-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-515-026-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-515-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-515-028-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-515-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-515-030-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-515-031-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-515-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-515-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-515-033-510 | 1,252.00 | 3,762.00 | B | $32.22 | 16.12 |
| 527-515-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-515-034-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-515-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-515-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-515-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-515-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-515-039-000 | 1,816.00 | 7,278.00 | B | $32.22 | 32.22 |
| 527-515-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-515-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-515-049-000 | 2,600.00 | 10,400.00 | B | $32.22 | 32.22 |
| 527-515-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-515-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-515-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-516-001-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-516-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-516-002-000 | 2,648.00 | 10,618.00 | B | $32.22 | 32.22 |
| 527-516-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-516-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-516-004-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-516-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-516-005-520 | 1,639.00 | 4,919.00 | B | $32.22 | 16.12 |
| 527-516-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-516-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-516-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-516-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-516-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-516-010-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-516-011-000 | 1,959.00 | 9,583.00 | B | $32.22 | 32.22 |
| 527-516-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-516-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-516-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-516-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-516-024-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-516-025-000 | 1,420.00 | 7,325.00 | B | $32.22 | 32.22 |
| 527-516-026-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-516-026-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-516-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-516-028-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-516-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-516-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-516-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-516-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-516-033-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-516-034-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-516-035-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-516-036-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-516-037-000 | 1,420.00 | 7,325.00 | B | $32.22 | 32.22 |
| 527-516-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-516-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-516-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-516-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-516-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-516-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-516-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-516-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-518-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-002-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-518-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-518-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-009-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-518-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-013-000 | 2,307.00 | 9,238.00 | B | $32.22 | 32.22 |
| 527-518-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-016-510 | 440.00 | 1,760.00 | B | $32.22 | 16.12 |
| 527-518-016-520 | 523.00 | 2,117.00 | B | $32.22 | 16.12 |
| 527-518-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-024-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-518-024-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-518-025-000 | 2,005.00 | 8,029.00 | B | $32.22 | 32.22 |
| 527-518-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-518-028-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-518-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-031-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-518-031-520 | 856.00 | 3,429.00 | B | $32.22 | 16.12 |
| 527-518-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-037-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-518-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-518-039-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-518-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-518-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-518-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-518-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-518-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-523-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-004-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-523-005-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-523-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-523-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-012-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-523-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-023-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-523-024-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-523-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-523-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-523-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-523-028-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-523-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-523-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-523-031-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-523-032-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-523-033-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-523-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-523-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-523-036-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-523-036-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-523-037-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-523-038-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-523-039-000 | 1,928.00 | 7,718.00 | B | $32.22 | 32.22 |
| 527-523-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-523-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-523-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-523-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-524-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-002-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-524-003-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-524-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-524-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-524-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-009-000 | 2,731.00 | 10,931.00 | B | $32.22 | 32.22 |
| 527-524-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-524-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-524-028-000 | 1,530.00 | 5,100.00 | B | $32.22 | 32.22 |
| 527-524-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-034-000 | 1,782.00 | 7,137.00 | B | $32.22 | 32.22 |
| 527-524-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-524-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-524-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-524-037-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-524-038-000 | 1,929.00 | 7,719.00 | B | $32.22 | 32.22 |
| 527-524-039-000 | 1,575.00 | 5,255.00 | B | $32.22 | 32.22 |
| 527-524-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-524-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-524-050-000 | 2,705.00 | 10,820.00 | B | $32.22 | 32.22 |
| 527-524-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-524-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-525-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-003-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-525-004-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |
| 527-525-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-006-000 | 3,765.00 | 15,076.00 | B | $32.22 | 32.22 |
| 527-525-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-525-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-013-000 | 3,152.00 | 12,613.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-525-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-015-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-016-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-017-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-018-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-019-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-020-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-021-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-022-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-023-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-024-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-025-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-026-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-027-000 | 6,800.00 | 27,200.00 | B | $32.22 | 32.22 |
| 527-525-028-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-029-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-030-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-031-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-032-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-033-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-034-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-035-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-036-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-037-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-038-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-039-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-525-040-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-041-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-042-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-043-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-044-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-045-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-046-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-047-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-048-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-525-049-000 | 3,015.00 | 12,066.00 | B | $32.22 | 32.22 |
| 527-525-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-525-051-000 | 8,115.00 | 32,460.00 | B | $32.22 | 32.22 |
| 527-525-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-526-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-526-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-526-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-526-024-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-526-025-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-526-026-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-526-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-526-028-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-526-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-526-030-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-526-031-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-526-032-000 | 1,891.00 | 7,567.00 | B | $32.22 | 32.22 |
| 527-526-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-526-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-526-035-000 | 1,560.00 | 5,202.00 | B | $32.22 | 32.22 |
| 527-526-036-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-526-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-526-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-526-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-526-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-526-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-526-049-520 | 1,671.00 | 5,017.00 | B | $32.22 | 16.12 |
| 527-526-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-526-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-526-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-531-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-532-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-533-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-534-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-539-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-540-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-541-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-542-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-548-001-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-002-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-003-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-004-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-005-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-006-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-007-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-548-008-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-009-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-010-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-011-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-012-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-548-014-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-015-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-016-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-017-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-018-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-019-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-020-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-548-021-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-022-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-023-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-024-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-025-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-026-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-027-000 | 6,800.00 | 27,200.00 | B | $32.22 | 32.22 |
| 527-548-028-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-029-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-030-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-031-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-032-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-033-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-034-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-035-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-036-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-037-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-038-000 | 2,400.00 | 9,600.00 | B | $32.22 | 32.22 |
| 527-548-039-000 | 4,917.00 | 19,696.00 | B | $32.22 | 32.22 |
| 527-548-040-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-041-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-042-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-043-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-044-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-045-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-046-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-047-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-048-000 | 1,840.00 | 7,379.00 | B | $32.22 | 32.22 |
| 527-548-049-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-050-000 | 3,200.00 | 12,800.00 | B | $32.22 | 32.22 |
| 527-548-051-000 | 7,800.00 | 31,200.00 | B | $32.22 | 32.22 |
| 527-548-052-000 | 8,400.00 | 33,600.00 | B | $32.22 | 32.22 |
| 527-552-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-552-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-016-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 527-552-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-018-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 527-552-019-000 | 545.00 | 2,185.00 | B | $32.22 | 32.22 |
| 527-552-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-021-000 | 535.00 | 2,144.00 | B | $32.22 | 32.22 |
| 527-552-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-552-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-552-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-032-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 527-552-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-552-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-041-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-042-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 527-552-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-045-000 | 545.00 | 2,185.00 | B | $32.22 | 32.22 |
| 527-552-046-000 | 525.00 | 2,101.00 | B | $32.22 | 32.22 |
| 527-552-047-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 527-552-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-552-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-552-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-552-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-553-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-553-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-015-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-018-000 | 545.00 | 2,185.00 | B | $32.22 | 32.22 |
| 527-553-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-021-000 | 500.00 | 2,000.00 | B | $32.22 | 32.22 |
| 527-553-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-553-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-553-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-553-040-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 527-553-041-000 | 676.00 | 3,025.00 | B | $32.22 | 32.22 |
| 527-553-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-044-000 | 510.00 | 2,040.00 | B | $32.22 | 32.22 |
| 527-553-045-000 | 510.00 | 2,040.00 | B | $32.22 | 32.22 |
| 527-553-046-000 | 500.00 | 2,000.00 | B | $32.22 | 32.22 |
| 527-553-047-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-553-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-553-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-553-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-554-001-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-554-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-554-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-554-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-554-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-554-020-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-021-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-022-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-554-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-554-040-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-041-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-042-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-043-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-044-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-045-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-046-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-554-047-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-048-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-554-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-554-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-554-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-605-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-003-510 | 1,155.00 | 4,623.00 | B | $32.22 | 16.12 |
| 527-605-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-007-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-605-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-011-000 | 2,842.00 | 11,373.00 | B | $32.22 | 32.22 |
| 527-605-012-510 | 1,290.00 | 5,178.00 | B | $32.22 | 16.12 |
| 527-605-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-014-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-605-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-025-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-605-025-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-605-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-605-028-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-605-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-030-000 | 1,845.00 | 8,081.00 | B | $32.22 | 32.22 |
| 527-605-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-605-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-605-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-034-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-605-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-605-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-605-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-605-038-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-605-039-000 | 2,123.00 | 8,512.00 | B | $32.22 | 32.22 |
| 527-605-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-605-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-605-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-049-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-605-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-605-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-605-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-606-001-510 | 1,320.00 | 5,307.00 | B | $32.22 | 16.12 |
| 527-606-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-606-003-510 | 1,178.00 | 4,716.00 | B | $32.22 | 16.12 |
| 527-606-003-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-005-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-005-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-606-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-606-009-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-606-010-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-606-011-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-606-012-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-606-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-606-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-606-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-023-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-606-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-606-028-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-606-028-520 | 1,252.00 | 3,762.00 | B | $32.22 | 16.12 |
| 527-606-029-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-606-029-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-606-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-031-000 | 832.00 | 3,329.00 | B | $32.22 | 32.22 |
| 527-606-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-033-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-035-510 | 832.00 | 3,329.00 | B | $32.22 | 16.12 |
| 527-606-035-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-606-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-038-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-606-039-000 | 1,326.00 | 5,304.00 | B | $32.22 | 32.22 |
| 527-606-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-606-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-606-049-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-606-050-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-606-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-606-052-000 | 5,649.00 | 22,615.00 | B | $32.22 | 32.22 |
| 527-615-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-004-000 | 856.00 | 4,073.00 | B | $32.22 | 32.22 |
| 527-615-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-615-008-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-024-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-025-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 527-615-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-615-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-030-000 | 1,020.00 | 4,080.00 | B | $32.22 | 32.22 |
| 527-615-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-035-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 527-615-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-037-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-615-039-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 527-615-040-000 | 816.00 | 3,876.00 | B | $32.22 | 32.22 |
| 527-615-041-000 | 800.00 | 3,800.00 | B | $32.22 | 32.22 |
| 527-615-042-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 527-615-043-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 527-615-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-045-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-046-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-047-000 | 890.00 | 4,237.00 | B | $32.22 | 32.22 |
| 527-615-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-615-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-615-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-615-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-616-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-616-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-616-003-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-003-520 | 1,152.00 | 4,617.00 | B | $32.22 | 16.12 |
| 527-616-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-616-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-616-006-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-006-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-616-008-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-008-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-009-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-009-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-616-011-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-011-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-012-000 | 2,786.00 | 11,149.00 | B | $32.22 | 32.22 |
| 527-616-013-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-013-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-616-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-616-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-023-000 | 1,300.00 | 5,200.00 | B | $32.22 | 32.22 |
| 527-616-024-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-616-024-520 | 840.00 | 3,362.00 | B | $32.22 | 16.12 |
| 527-616-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-616-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-029-000 | 1,575.00 | 5,255.00 | B | $32.22 | 32.22 |
| 527-616-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-032-000 | 2,044.00 | 8,193.00 | B | $32.22 | 32.22 |
| 527-616-033-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-616-033-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-616-034-000 | 1,600.00 | 6,400.00 | B | $32.22 | 32.22 |
| 527-616-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-038-000 | 1,966.00 | 7,872.00 | B | $32.22 | 32.22 |
| 527-616-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-616-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-616-049-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-616-050-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-616-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-616-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-623-001-000 | 1,336.00 | 5,350.00 | B | $32.22 | 32.22 |
| 527-623-002-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |
| 527-623-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-006-000 | 1,644.00 | 6,592.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-623-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-623-008-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-623-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-010-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-011-000 | 1,260.00 | 5,043.00 | B | $32.22 | 32.22 |
| 527-623-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-014-000 | 1,324.00 | 6,175.00 | B | $32.22 | 32.22 |
| 527-623-015-000 | 816.00 | 3,876.00 | B | $32.22 | 32.22 |
| 527-623-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-018-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-019-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-020-000 | 800.00 | 3,800.00 | B | $32.22 | 32.22 |
| 527-623-021-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-023-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-024-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-623-025-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-623-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-030-000 | 921.00 | 3,691.00 | B | $32.22 | 32.22 |
| 527-623-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-032-000 | 1,050.00 | 4,203.00 | B | $32.22 | 32.22 |
| 527-623-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-035-000 | 1,112.00 | 4,459.00 | B | $32.22 | 32.22 |
| 527-623-036-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 527-623-037-000 | 1,059.00 | 4,253.00 | B | $32.22 | 32.22 |
| 527-623-038-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-623-040-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 527-623-041-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 527-623-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-044-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-045-000 | 827.00 | 3,322.00 | B | $32.22 | 32.22 |
| 527-623-046-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 527-623-047-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 527-623-048-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-623-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-623-050-000 | 1,224.00 | 4,896.00 | B | $32.22 | 32.22 |
| 527-623-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-623-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-624-001-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-002-000 | 1,144.00 | 4,577.00 | B | $32.22 | 32.22 |
| 527-624-003-000 | 2,898.00 | 11,600.00 | B | $32.22 | 32.22 |
| 527-624-004-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-624-004-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-624-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-624-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-009-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-012-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-624-014-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-624-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-026-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-624-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-029-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-032-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-033-000 | 2,114.00 | 8,480.00 | B | $32.22 | 32.22 |
| 527-624-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-035-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-624-037-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-624-037-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-624-038-000 | 1,888.00 | 7,569.00 | B | $32.22 | 32.22 |
| 527-624-039-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-624-039-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-624-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-044-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-624-049-510 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-624-049-520 | 1,294.00 | 5,203.00 | B | $32.22 | 16.12 |
| 527-624-050-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-624-051-000 | 5,416.00 | 21,675.00 | B | $32.22 | 32.22 |
| 527-624-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-625-001-510 | 816.00 | 3,264.00 | B | $32.22 | 16.12 |
| 527-625-001-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-625-002-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-003-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-004-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-005-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-006-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-007-000 | 3,600.00 | 14,400.00 | B | $32.22 | 32.22 |
| 527-625-008-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-009-000 | 2,586.00 | 10,364.00 | B | $32.22 | 32.22 |
| 527-625-010-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-011-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-012-510 | 1,671.00 | 5,017.00 | B | $32.22 | 16.12 |
| 527-625-012-520 | 1,100.00 | 4,400.00 | B | $32.22 | 16.12 |
| 527-625-013-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-014-000 | 2,200.00 | 8,800.00 | B | $32.22 | 32.22 |
| 527-625-015-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-016-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |



| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-625-017-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-018-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-019-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-020-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-021-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-022-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-023-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-024-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-025-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-026-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-625-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-625-028-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-029-000 | 2,208.00 | 8,858.00 | B | $32.22 | 32.22 |
| 527-625-030-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-031-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-032-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-625-032-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-625-033-000 | 1,560.00 | 5,202.00 | B | $32.22 | 32.22 |
| 527-625-034-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-035-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-625-035-520 | 1,228.00 | 3,688.00 | B | $32.22 | 16.12 |
| 527-625-036-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-037-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-038-510 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-625-038-520 | 800.00 | 3,200.00 | B | $32.22 | 16.12 |
| 527-625-039-000 | 1,740.00 | 6,960.00 | B | $32.22 | 32.22 |
| 527-625-040-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-041-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-042-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-043-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-044-000 | 840.00 | 3,360.00 | B | $32.22 | 32.22 |
| 527-625-045-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-046-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-047-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-048-000 | 900.00 | 3,600.00 | B | $32.22 | 32.22 |
| 527-625-049-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-625-050-000 | 2,652.00 | 10,608.00 | B | $32.22 | 32.22 |
| 527-625-051-000 | 4,600.00 | 18,400.00 | B | $32.22 | 32.22 |
| 527-625-052-000 | 4,800.00 | 19,200.00 | B | $32.22 | 32.22 |
| 527-626-001-000 | 1,413.00 | 5,673.00 | B | $32.22 | 32.22 |
| 527-626-002-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-003-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-004-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-005-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-006-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-007-000 | 3,000.00 | 12,000.00 | B | $32.22 | 32.22 |
| 527-626-008-000 | 1,200.00 | 4,800.00 | B | $32.22 | 32.22 |
| 527-626-009-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-010-000 | 1,532.00 | 6,148.00 | B | $32.22 | 32.22 |
| 527-626-011-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-012-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-013-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-014-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-016-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-626-017-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-626-018-000 | 558.00 | 2,257.00 | B | $32.22 | 32.22 |
| 527-626-019-000 | 468.00 | 1,888.00 | B | $32.22 | 32.22 |
| 527-626-020-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-626-021-000 | 843.00 | 3,389.00 | B | $32.22 | 32.22 |
| 527-626-022-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |

| Assessor's Parcel Number | Assessed Land Value | Assessed Structure Value | Zone | Special Tax per Interval/Bldg. Sq. Ft. | Estimated 2024/25 charge |
|---|---|---|---|---|---|
| 527-626-023-000 | 938.00 | 3,765.00 | B | $32.22 | 32.22 |
| 527-626-024-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-025-000 | 958.00 | 3,856.00 | B | $32.22 | 32.22 |
| 527-626-026-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-027-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-626-028-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-029-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-030-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-031-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-032-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-033-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-034-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-035-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-036-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-037-000 | 1,100.00 | 4,000.00 | B | $32.22 | 32.22 |
| 527-626-038-000 | 1,092.00 | 4,373.00 | B | $32.22 | 32.22 |
| 527-626-039-000 | 800.00 | 3,200.00 | B | $32.22 | 32.22 |
| 527-626-040-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-626-041-000 | 856.00 | 4,073.00 | B | $32.22 | 32.22 |
| 527-626-042-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-626-043-000 | 480.00 | 1,920.00 | B | $32.22 | 32.22 |
| 527-626-044-000 | 420.00 | 1,696.00 | B | $32.22 | 32.22 |
| 527-626-045-000 | 816.00 | 3,876.00 | B | $32.22 | 32.22 |
| 527-626-046-000 | 731.00 | 2,945.00 | B | $32.22 | 32.22 |
| 527-626-047-000 | 816.00 | 3,876.00 | B | $32.22 | 32.22 |
| 527-626-048-000 | 555.00 | 2,227.00 | B | $32.22 | 32.22 |
| 527-626-049-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-050-000 | 1,400.00 | 5,600.00 | B | $32.22 | 32.22 |
| 527-626-051-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-626-052-000 | 2,800.00 | 11,200.00 | B | $32.22 | 32.22 |
| 527-631-001-000 | 54,180.00 | 216,720.00 | B | $32.22 | 1,675.44 |
| 527-632-001-000 | 54,180.00 | 216,720.00 | B | $32.22 | 1,675.44 |
| 527-633-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-634-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-639-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-640-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-641-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| 527-642-001-000 | 85,000.00 | 340,000.00 | B | $32.22 | 1,675.44 |
| 527-648-001-000 | 84,100.00 | 336,400.00 | B | $32.22 | 1,643.22 |
| **Totals** | **$46,343,027.00** | **$185,009,872.00** | | | **$921,091.10** |
| **Parcels Charged** | | | | | **12,632** |

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**17

**Agenda Item:** Agreement with Ensight Technologies, LLC for Bellamy Parking Garage Equipment Procurement

**Executive Summary:** On April 5, 2022, the South Tahoe Joint Powers Parking Financing Authority (STJPPFA) entered into an agreement with Walker Consultants to evaluate the City Parking Garage and provide recommendations to upgrade the parking structure, circulation, Parking Revenue, and Access Control System (PARCS), 7 dual port Electric Vehicle (EV) charging stations and Advance Parking Guidance System (APGS). Subsequently, the project was divided into two phases to allow early payout of the Garage Bonds. Phase 1 will include structural and circulation upgrades, which have been completed. Phase 2 of the project consists of the Parking Access and Revenue Control System (PARCS), Advanced Parking Guidance System (APGS), and installation of the EV charging stations.Â The City issued a Request for Bids for the PARCS and APGS equipment on April 19, 2024. The City received five (5) responses, and Ensight Technologies, LLC was the highest-ranked proposer based on the selection criteria.Â  The STJPPFA will procure the EV stations separately and will issue a Construction Bid by mid-June to install the equipment by September 2024.

**Requested Action / Suggested Motions:** Acting as the South Tahoe Joint Powers Parking Financing Authority, Pass a Motion authorizing and directing the Chair to execute a two year contract, with an option to extend for years 3-7, with Ensight Technologies, LLC for $286,117.31, plus a 5% contingency for $14,305, for the Bellamy Parking Garage Upgrade Project.

**Responsible Staff Member:** Jeff Roberson, Support Lieutenant

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

**Attachments:**

01-Staff Report - Bellamy Parking Garage PARCS-APGS Award.docx
02 - Agreement for PARCS-APGS_RFP (6-11-24).pdf

# City of South Lake Tahoe
Report to
# South Tahoe Joint Powers Parking Financing Authority

## Meeting Date: June 18, 2024

**Title: Agreement with Ensight Technologies, LLC for Bellamy Parking Garage Equipment Procurement and Maintenance Services**

**Location:** 1 Bellamy Court, South Lake Tahoe, CA

**Responsible Staff Member:** Jeff Roberson, Support Lieutenant (530) 542-6521

**Background:** On April 5, 2022, the South Tahoe Joint Powers Parking Financing Authority, recognizing the importance of the City Parking Garage, entered into an agreement with Walker Consultants. The aim was to evaluate the parking structure and provide recommendations for its upgrade, including adding 7 dual port Electric Vehicle (EV) charging stations and an Advanced Parking Guidance System (APGS). This project is crucial for the City's infrastructure and commitment to sustainable transportation.

On November 1, 2022, the City Council amended Walker's Consultant contract to divide the project into two phases. Phase 1, which included structural and circulation upgrades, was successfully completed in October 2023. Phase 2, which consists of the Parking Access and Revenue Control System (PARCS), Advanced Parking Guidance System (APGS), and installation of the EV charging stations, is now underway.

**Issue and Discussion:** On April 19, 2024, the Public Works Department advertised the PARCS and APGS equipment procurement for the Parking Garage Upgrade Project on the City Planet Bids website. 986 vendors were notified. Fourteen bidders downloaded the bid documents. The Project bidding period closed on May 17, 2024.

The scope of services includes furnishing PARCS and APGS equipment, assisting with testing, commissioning, and accepting the new equipment, and providing annual maintenance and support services for seven years. The EV equipment will be procured separately, and an installation contractor will be selected based on low-bid public works contracting for installation. The RFP allowed the vendor to propose equipment for both PARCS and APGS or either component.

Public Works received five proposals from the interested bidder. The selection panel, which included police, finance, and public works staff, evaluated the proposals. Two vendors were selected for interviews, which were conducted on May 23, 2024.

The evaluation team ranked all vendors based on the criteria listed below.

1. Executive Summary: 5 Points
2. Company/Team History: 25 points
3. Project Manager/Project Team: 15 points
4. Scope of Work/Implementation: 30 points
5. Project Budget: 20 points
6. Recent Projects/References: 5 points

Proposal ranking results are shown in the table below, with the full pricing proposal:

| Rank | Name of Vendor | Location | Two-Year Total (Including Complete Base System, Add Alternates, and Two Years of Maintenance) | Seven-Year Total (Including Add-Alternate Items and Seven Years of Maintenance) |
|---|---|---|---|---|
| 1 | Ensight Technologies, LLC | El Cajon, CA | $305,317.31 | $483,597.31 |
| 2 | Premium Parking, LLC | New Orleans, LA | $314,198.56 | $395,028.56 |
| 3 | ParksolUSA | Scottsdale, AR | $331,961.87 | $366,061.87 |
| 4 | Parking Guidance System, LLC **(Only APGS System)** | San Diego, CA | $186,077.89 **(Only APGS System)** | $228,457.89 **(Only APGS System)** |
| 5 | Skidata, Inc. | Phoenix, AZ | $348,258.32 | $554,008.60 |

**Financial Implications:**
Staff has decided not to award Add Alternate Item 3 (Full-Color Matrix). Therefore, the recommended two-year contract value for Ensight Technologies, LLC (Ensight) is $286,391.06. Staff also recommends a 5% contingency of $14,320. There is currently $450,000 in the Parking Garage Account 52005320-46110, Machinery and Equipment, which would be sufficient to award this contract.

The seven-year value without the Add Alternate 3 is $464,671.06. The annual maintenance for the additional five years will be budgeted annually after the second year, with the annual budget approval process, and will be paid from the garage revenues. The following are the five-year total maintenance costs after Year 2 (Years 3-7):

- Extended 5-year Hardware Warranty for PARCS, LPR and Citation Management: $69,085
- Extended 5-Year APGS System Warranty: $50,445
- Extended Hardware Maintenance and Software Support for Handheld Citation System and APGS SD-3 sign: $58,750

The City will remain the Merchant of the Record, and all revenues will be collected by the City. In addition, the City will retain Parker Technologies for video assistance and will pay their fees directly.

In addition, Ensight will bill the city the following additional costs:

1. Parking Validation Text Message: $0.36 per text message
2. Citation Payment via the Portal: $3.95 per ticket
3. DMV Lookup Fee: $1.75 per lookup
4. Citation Notices: $1.25 per ticket
5. Pollution Insurance: $1,750 per year, as an optional, depending on City's choice.

**Environmental Considerations:** This project is considered maintenance and is exempt from Tahoe Regional Planning Agency (TRPA) permits and the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15301(c) (Existing Facilities). All applicable best management practices will be utilized to protect air and water quality during construction.

**Policy Implications:**
This project advances the City Council's Strategic Priorities and Goals, specifically:

- Action Item 1.5 (Carbon Neutrality) to implement various projects to reach the City's 100% renewable energy and Climate Action Plan goals, including building robust EV charging infrastructure by 2025.
- Action Item 5.3 (Infrastructure and Maintenance) actively seeking funding to develop sustainable infrastructure projects based on the prioritized capital improvement project list.
- Implementation of the new equipment will also reduce or eliminate the revenue leakage caused by the old equipment currently in place.

The project also upgrades the parking garage with needed structural upgrades to maintain public safety.

Equipment installation is expected to commence around September 3, 2024, with anticipated completion by mid-November 2024. City staff will coordinate with PADMA to construct the project, and appropriate public notices and notifications will be provided to minimize impacts on users and businesses.

# South Tahoe Joint Powers Parking Financing Authority (STJPPFA)

## AGREEMENT

## FOR

## PARKING ACCESS AND REVENUE CONTROL AND PARKING GUIDANCE SYSTEMS (PARCS AND PGS)

THIS AGREEMENT is made and entered into this **18th day of June, 2024**, by and between the South Tahoe Joint Powers Parking Financing Authority (STJPPFA), a political subdivision of the State of California, herein designated "STJPPFA, and **Ensight Technologies, LLC.,** herein designated as "Contractor."

WITNESSETH, that the STJPPFA 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, **GATELESS PARCS AND APGS EQUIPMENT AND SOFTWARE AND ON-GOING MAINTENANCE AND SUPPORT,** including but not limited to, furnishing and delivery of equipment, coordinating with Installation Contractor, Testing, Commissioning and Acceptance of Equipment, Warranty and 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 on or before December 8, 2024, and all milestones as identified in **Exhibit E** (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 the Contract Documents.***

STJPPFA and Contractor recognize that time is of the essence of this Agreement and that the STJPPFA 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. STJPPFA and Contractor also recognize the delays, expense, and difficulties involved in proving the actual loss suffered by the STJPPFA if the Work is not completed within the Contract Time. Accordingly, instead of requiring any such proof, and pursuant to the Contract Documents, STJPPFA and the Contractor agree that as liquidated damages (but not as a penalty), the Contractor shall pay STJPPFA the sum of $150 for each calendar day per **Exhibit E** and continuing until Contractor achieves final acceptance of the Work by the STJPPFA.

## ARTICLE 3 — CONTRACT PRICE

The STJPPFA 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 Shown in **Exhibits H, F and J,** with a total not to exceed Contract Sum of **$286,391.06** for the Base Year Contract for PARCS and APGS, plus Add Alternates 1 and 2, and Two Years of Warranty and Maintenance (Add Alternative #3 is deleted).

In case of conflicts between **Exhibits H, F and J,** the strictest requirements shall apply.

For the Total Contract Sum of **Two Hundred Eight Six Thousand Three Hundred Ninety One** dollars and **Six** cents.

This sum includes all allowances, if any, provided for in the Contract.

The following will be the term of payment, as outlined in Cost Proposal **Exhibit J.**

1. 35% at Notice to Proceed
2. 35% upon successful delivery of all equipment to the Installation Contractor
3. 30% upon successful testing, commissioning and acceptance

The Contractor shall invoice STJPPFA for each milestone.

The Annual Maintenance for Years 3 to 7 is not included in this Agreement, but shall be billed annually to STJPPFA, if STJPPFA elects to continue such service. Other allowable on-going costs as shown in Exhibit J shall be billed monthly to the STJPPFA as operating costs.

## 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 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 STJPPFA.

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 STJPPFA'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, in addition to this Agreement:**

(a) Contractor's Proposal
(b) Listing of Subcontractors
(c) Non-Lobbying Forms
(d) Suspension and Debarment Form
(e) Payment Bond Form;
(f) Performance Bond Form;
(g) Project Requirements;
(h) 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;
(i) Permits from other agencies as may be required by law; and
(j) Insurance Certificates and Endorsements

## 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, all in accordance with the Contract Documents. 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 STJPPFA 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, including, without limitation, Civil Code section 2782, *et seq*., and in strict accordance with the Contract Documents, Contractor shall defend, indemnify, and hold harmless the STJPPFA, its officials, officers, Board members, employees, agent, the Project Manager, the Architect/Engineer, 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. 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, and shall not extend to the sole negligence or willful misconduct of the STJPPFA, or the active negligence of STJPPFA. 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 **Exhibit D** of the Standard Specifications, throughout the performance of the Agreement, including any maintenance, warranty and/or guarantee periods. This Agreement shall not be operative until evidence of such insurance has been provided to, and approved by, the STJPPFA 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 STJPPFA that subcontractor has obtained insurance acceptable to the STJPPFA.

## 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 STJPPFA:**

STJPPFA

1901 Airport Road, Suite 100

South Lake Tahoe, CA 96150

**Notices required to be given to Contractor:**

Chris Scheppmann

Ensight Technologies, LLC.

1955 Cordell Court, Suite 104, San Diego, CA 92020

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.** STJPPFA 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 STJPPFA 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 STJPPFA'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 STJPPFA 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 STJPPFA, State of California, has caused this Agreement to be executed by its Chair in its behalf, and the said Contractor has signed this Agreement the day and year first above written.

South Tahoe Joint Powers
Parking Financing Authority

By _____

Chair, South Tahoe Joint Powers
Parking Financing Authority,
State of California

ATTEST:

By _____

Board Clerk

Contractor: Ensight Technologies, LLC.

By _____

Title Chris Scheppmann, President and CEO

Business License No. _____

APPROVED AS TO FORM:

By _____

Board Attorney

## EXHIBIT A

## LISTING OF SUBCONTRACTORS BY GENERAL CONTRACTOR

Set forth below is the full name and location of the place of business of each sub-contractor whom the Contractor proposes to subcontract portions of the Project in excess of one-half of one percent of the total bid, and the portion of the Project which will be done by each sub-contractor.

NOTE: The Contractor understands that if it fails to specify a sub-contractor for any portion of the Project to be performed under the contract in excess of one-half of one percent of the bid, the Contractor shall be deemed to have agreed to perform such portion, and that the Contractor shall not be permitted to sublet or subcontract that portion of the work, except in cases of public emergency or necessity, and then only after a finding, reduced in writing as a public record of the

| PORTION OF WORK ACTIVITY | SUBCONTRACTOR NAME | LICENSE NUMBER | LOCATION OF SUBCONTRACTOR | DIR. REG. VERIFIED (Y/N) |
|---|---|---|---|---|
| Meters and Gateless Technology | Flowbird | | Flowbird North America<br>40 Twosome Drive, Suite 7<br>Moorestown, New Jersey<br>08057 | Y |
| Citation | Park Loyality | | Milwaukee, WI | N |
| | | | | |
| | | | | |

City, setting forth the facts constituting the emergency or necessity in accordance with the provisions of the Subletting and Subcontracting Fair Practices Act (Section 4100 et seq. of the California Public Contract Code.)

**EXHIBIT B**

**South Tahoe Joint Powers Parking Financing Authority**

**PAYMENT BOND FORM**

---

**WHEREAS**, the South Tahoe Joint Powers Parking Financing Authority, State of California, and

_____

hereinafter designated as "Principal" have entered into an Agreement for the furnishing of all materials, labor, services and equipment necessary, convenient and proper to:

_____

_____

pursuant to the said Agreement dated _____, 20__, 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 _____ as Surety, are held and firmly bound unto the South Tahoe Joint Powers Parking Financing Authority in the penal sum of: _____._ Dollars ($ _____), 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 or any other operative sections of the California Labor Code as may be applicable, 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 South Tahoe Joint Powers Parking Financing Authority 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 Section 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 ____day of _____, 20__.

| **PRINCIPAL:** | **SURETY:** |
|---|---|
| _____ | _____ |
| Signature | Signature |
| _____ | _____ |
| Name | Name |
| _____ | _____ |
| Title | Title |
| _____ | _____ |
| Address | 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.
)

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. |

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)

_____
Notary Public for the State of California.

Acknowledgement by Attorney-in-Fact must be attached.
Corporate seals of Principal and Surety must be attached.

**EXHIBIT C**

**South Tahoe Joint Powers Parking Financing Authority**

**PERFORMANCE BOND FORM**

---

**WHEREAS**, South Tahoe Joint Powers Parking Financing Authority , State of California, and _____hereinafter designated as "Principal" have entered into an Agreement for the furnishing of all materials, labor, services and equipment necessary, convenient and proper to:

_____

_____

pursuant to the said Agreement dated _____,20__, 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 _____ as Surety, are held and firmly bound unto South Tahoe Joint Powers Parking Financing Authority in the penal sum of: _____Dollars ($_____), 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 South Tahoe Joint Powers Parking Financing Authority, its employees, board 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 South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority should the South Tahoe Joint Powers Parking Financing Authority Tahoe elect to exercise its right to terminate the Principal's

right to proceed due to default.

If the South Tahoe Joint Powers Parking Financing Authority issues a written notice of termination for default, Surety shall, within fifteen (15) calendar days, tender a written program to South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority of the right to use some, any or all of those proposed individuals shall be at the sole and absolute discretion of the South Tahoe Joint Powers Parking Financing Authority. No claim shall be made arising from the good faith exercise by South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority , 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 South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority and judgment is recovered, Surety shall pay all costs incurred by the South Tahoe Joint Powers Parking Financing Authority 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 _____day of _____, 20__.

| PRINCIPAL: | SURETY: |
| --- | --- |
| _____ | _____ |
| Signature | Signature |
| _____ | _____ |
| Name | Name |
| _____ | _____ |
| Title | Title |
| _____ | _____ |
| Address | 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 )
) ss
COUNTY OF EL DORADO )

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. |

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)

_____
Notary Public for the State of California.

Acknowledgement by Attorney-in-Fact must be attached.
Corporate seals of Principal and Surety must be attached.

**Exhibit D**

## SECTION 7.12 - INSURANCE COVERAGES AND AMOUNTS

(A) Insurances, as described in this Special Provision section and other related sections of the Standard Specifications, Special Provisions and the Contract Documents, shall be maintained by the Contractor for the full life of the contract including the maintenance and warranty period for any and all portions of this contract. The company or companies providing such insurance shall have no recourse against the STJPPFA, the and their members, directors and employees, or any of them, for payment of any premiums or assessments under such insurance.

**Workers Compensation:**

Contractor shall take out and maintain during the life of the Agreement, workers' compensation insurance for all Contractor's employees employed at the site of improvements and if any work is sublet, Contractor shall require subcontractor similarly to provide workers' compensation insurance for all of the latter 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 STJPPFA, the for any damage resulting to it from failure of either Contractor or subcontractor to take out or maintain such insurance.

If such insurance is underwritten by any agency other than State Compensation Fund, such agency shall be a company authorized to do business in the State of California.

Worker's Compensation Insurance shall be provided as required by any applicable law or regulation. Employer's liability insurance shall be provided in amounts not less than ONE MILLION DOLLARS (1,000,000) each accident for bodily injury by accident, ONE MILLION DOLLARS (1,000,000) policy limit for bodily injury by disease, and ONE MILLION DOLLARS (1,000,000) each employee for bodily injury by disease.

If there is an exposure of injury to Contractor's employees under the U.S. Longshoremen's and Harbor Worker's Compensation Act, the Jones Act, or under laws, regulations, or statutes applicable to maritime employees, coverage shall be included for such injuries or claims.

Each Workers' Compensation policy shall be endorsed with the following language:

Cancellation Notice – Contractor shall provide immediate written notice if (1) any of the required insurance policies is terminated; (2) the limits of any of the required polices are reduced; (3) or the deductible or self insured retention is increased.

Contractor and its insurer(s) shall waive any right of subrogation against STJPPFA and its officials, officers, employees, agents and representatives.

Contractor shall require all subcontractors, of any tier, to maintain adequate Workers' Compensation insurance. Certificates of Workers' Compensation shall be submitted pursuant to the Contract Documents.

**Commercial General Liability:**
In addition to all other insurance requirements as set forth in the Contract Documents, Contractor shall procure and maintain during the life of this Agreement such liability and property damage insurance and shall protect the STJPPFA, the STJPPFA Board, and all elective and appointive boards, officers, agents and employees and contractors from any claims for damages for personal injury, including death, as well as from claims for property damages which may arise from Contractor's ongoing and completed operations under this Agreement, whether such operation be by the Contractor or by any subcontractor, or by anyone directly or indirectly employed by either Contractor or any subcontractor, and the type and amounts of such insurance shall be as follows:

Contractor shall maintain Commercial General Liability (Occurrence) insurance no less broad than ISO form CG 00 01 covering all operations by or on behalf of Contractor, and all Work under the Contract Documents, and providing insurance for bodily injury liability and property damage liability for the limits of liability indicated herein and including coverage for contractual liability insuring the obligations assumed by Contractor in this Agreement.

The limits of liability for any Commercial General Liability (Occurrence) policy shall be in amounts not less than:

- TWO MILLION DOLLARS ($2,000,000) each occurrence (combined single limit for bodily injury and property damage)
- TWO MILLION DOLLARS ($2,000,000) Personal Injury Liability
- TWO MILLION DOLLARS ($2,000,000) for Products-Completed Operations
- TWO MILLION DOLLARS ($2,000,000) General Aggregate

If the policy does not have an endorsement providing that the General Aggregate Limit applies separately, or if defense costs are included in the aggregate limits, then the required aggregate limits shall be THREE MILLION DOLLARS ($3,000,000).

**Contractor's Pollution Liability Insurance:** Contractor shall maintain Contractor's Pollutions Liability (Occurrence) insurance in an amount no less than ONE MILLION DOLLARS ($1,000,000) per pollution incident and TWO MILLION DOLLARS ($2,000,000) aggregate. Coverage must apply to pollution incidents at or from any location at which the Contractor is performing under this Agreement. Prior written consent of the STJPPFA is required if the insurance has a deductible or self-insured retention in excess of $25,000.

**Umbrella or Excess Liability Insurance :** In addition to the insurance requirement above, Contractor shall provide Umbrella or Excess Liability Insurance in an amount no less than FIVE MILLION DOLLARS ($5,000,000) based on the Commercial Liability Insurance. The umbrella or excess policy shall provide that the policy takes effect (drops down) in the event the primary limits are impaired or exhausted.

**Additional Liability Insurance:** Contractor shall maintain automobile liability insurance covering bodily injury and property damage in an amount not less than TWO MILLION DOLLARS ($2,000,000) combined single limit for each accident.
Covered vehicles shall include owned, non-owned, and hired automobiles and trucks. Such insurance is a condition precedent of the STJPPFA entering into the Agreement.

**Cyber Liability Insurance (CLI):** Cyber Liability Insurance with limits not less than one million dollars ($1,000,000) per claim, two million dollars ($2,000,000) aggregate. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Contractor in this agreement and shall include, but not limited to, claims involving security breach; system failure; data recovery; business interruption; cyber extortion; social engineering; infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, and alteration of electronic information. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties, and credit monitoring expenses with limits sufficient to respond to these obligations. Contractor's policy shall be primary and shall not seek contribution from the City's coverage, shall contain a waiver of subrogation in favor of the STJPPFA, and shall be endorsed to provide that STJPPFA and its officers, officials, employees, agents, and volunteers are additional insureds. Any failure to comply with the reporting provisions of the policy by Contractor shall not affect coverage provided to the STJPPFA. If Contractor maintains broader coverage and/or higher limits than the minimums listed above, STJPPFA requires and shall be entitled to the broader coverage and/or higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to STJPPFA.

**Conformity of Coverage:**
If more than one policy is used to meet the required coverage, such as a separate umbrella policy, such policies shall be consistent with all other applicable policies used to meet these minimum requirements. For example, all polices shall be Occurrence Liability policies or all shall be Claims Made Liability policies, if approved as noted above. In no cases shall the types of policies be different.

**Endorsements:**
Each Commercial General Liability policy shall be endorsed with the following specific language (or, alternatively, separate endorsements for each separate entity identified below):

1. "STJPPFA, the, their respective officers, agents, employees, and volunteers are to be covered as insured for all liability arising out of the operations by or on behalf of the named insured in the performance of this Agreement."; and "The insurance provided by the Contractor, including any excess liability or umbrella form coverage, is primary coverage with respect to any insurance or self-insurance programs maintained by Ensight, Technologies, LLC. and no insurance held or owned by the STJPPFA, shall be called upon to contribute to a Contractor loss. Contractor shall provide immediate written notice if (1) any of the required insurance policies is terminated; (2) the limits of any of the required polices are reduced; (3) or the deductible or self-insured retention is increased."

2. The policies shall stipulate that the insurance afforded the additional insured applies as primary insurance. Any other insurance or self-insurance maintained by the STJPPFA is excess only and shall not be called upon to contribute with this insurance.

(C) The following additional conditions apply to the insurance requirements the following shall apply to this Project:

1. Within ten (10) calendar days after the Contractor has received notice from the STJPPFA that the Agreement has been awarded to the Contractor and before the Work commences, Contractor shall satisfy all conditions precedent as set forth in the Contract Documents, including, without limitation, that Contractor shall submit to the City acceptable Certificates of Insurance and with original policy endorsements which specifically state the following:

(a) The existence of the required amounts of coverage.

(b) The effective and expiration dates of the policy.

(c) The types of coverage provided by the policy.

2. Written statement from the agent or broker issuing the policy confirming that the required insurance(s) is an Occurrence policy.

3. The City reserves the right to review the original policy, if deemed necessary by the City to resolve any questions of coverage or exception.

4. The City may expressly allow deductive clause, which it does not consider excessive, overly broad, or harmful to the interests of the City. Regardless of the allowance of exclusion or deductions by the City, the Contractor is responsible for any deductible amount and shall warrant that the coverage provided to the City is in accordance with this Section.

5. Certificates of insurance shall be signed by a person authorized by the insurer to bind coverage on its behalf.

6. List job name on certificate of insurance under "Description of Operations."

In the event the policy is canceled prior to the completion of the project and the Contractor does not furnish a new policy endorsement prior to cancellation, the City may obtain the required insurance and deduct the premium(s) from contract monies due the Contractor.

(D) No later than the time the Notice to Proceed is issued, or at any other time as may be directed in writing by the South Tahoe Joint Powers Parking Financing Authority, the Contractor shall provide written evidence of insurance coverages, in a form acceptable to the City (*i.e.*, insurance certificates appropriately issued), for each supplier, subcontractor and sub-subcontractor whose initial subcontract and/or purchase order price is equal to or in excess of 5% of the Contract Sum. The insurance coverages (both as to types and amounts) to be procured by each supplier, subcontractor or sub-subcontractor performing work having a value equal to or in excess of 5% of the Contract Sum, shall meet or exceed the minimum insurance coverages as set forth in the Contract Documents, unless South Tahoe Joint Powers Parking Financing Authority agrees, in writing, that compliance with this requirement is waived. It shall be the obligation of the Contractor to promptly provide acceptable written evidence to the South Tahoe Joint Powers Parking Financing Authority demonstrating that each supplier, subcontractor or sub-subcontractor that will perform work having a value equal to or in excess of 5% of the Contract Sum has obtained and possesses all insurance coverages in accordance with the requirements of the Contract Documents.

## EXHIBIT E

### Liquidated Damages

The South Tahoe Joint Powers Parking Financing Authority and the Contractor recognize that time is of the essence of this Agreement and that the South Tahoe Joint Powers Parking Financing Authority 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 South Tahoe Joint Powers Parking Financing Authority and Contractor also recognize the delays, expense, and difficulties involved in proving the actual loss suffered by the STJPPFA if the Work is not completed within the Contract Time. Accordingly, instead of requiring any such proof, and pursuant to the Contract Documents, the South Tahoe Joint Powers Parking Financing Authority and the Contractor agree that as liquidated damages (but not as a penalty), the Contractor shall pay the South Tahoe Joint Powers Parking Financing Authority the following sums:

a) $150 per calendar day beyond 45 days after date of Notice to Proceed (NTP) continuing until Contractor achieves completion of Milestone #1, “Deliver complete and approved Request for Proposals – PARCS and APGS Systems equipment submittals” (per Specification 011100, Section 1.3.B) for both the PARCS and APGS portions of the project.

b) $150 for each calendar day beyond November 24, 2024 through December 8, 2024 and continuing until Bidder achieves Milestone #5, “Go Live of New PARCS System” (per Specification 011100, Section 1.3.B).

c) After December 8, 2024 and until Milestone #5 is achieved, the Contractor shall pay $150 for each calendar day beyond December 8th.

d) Starting on the 30th calendar day after achievement of Milestone #5, the Contractor shall pay the City the sum of $150 for each calendar day beyond that date until Contractor achieves completion of Milestone #6, “Final Completion of New PARCS System” (per Specification 011100, Section 1.3.B).

Only item 9(a) applies to both the PARCS and APGS portions of the project scope. Items 9(b) through 9(d) apply only to the PARCS portion of the project scope.

Liquidated Damages to the Contractor for the Scope of Work described in this PARCS/APGS RFP shall not apply to delays related solely to installation work performed by the separate Installer under the separate Installation Contract, as described elsewhere in this RFP.

Maximum amount of Liquidated Damages shall be $75,000.

## EXHIBIT F

## ANTI-LOBBYING CERTIFICATION

**Vendor shall submit to South Tahoe Joint Powers Parking Financing Authority 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 of 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.

Vendor: Ensight Technologies, LLC.
Chris Schappmann, President and CEO

By: _____

## EXHIBIT G

## 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 x

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 the 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 x

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 EnSight Technologies) certifies to the best of his or her knowledge and belief, that the EnSight Technologies, defined as the primary participant in accordance with 45 C.F.R. Part 76, and its principals:

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: June 7, 2024 Bidder's Signature: _____

Bidder's Name and Title (Print): Chris Scheppmann/ Co-founder and Managing Member

## EXHIBIT H

## PROJECT REQUIREMENTS – SPECIFICATIONS AND DRAWINGS

The subsequent pages contain these detailed Specifications and Design Drawings for the project:

- 011100 Summary of Work
- 111224.14 Pay-by-Plate Multi-Space Meters and Associated Gateless PARCS Software
- 111234 Parking Citation Management System
- 111240.20 Level Counting APGS Specification
- 111248.10 Fixed LPR Specification
- PARCS/APGS Design Drawings

# SECTION 01 11 00 - SUMMARY OF WORK

## PART 1 - GENERAL

### 1.1 RELATED DOCUMENTS

A. Drawings Q-001, QD-101 through -401, Q-101 through -502, and general provisions of Contract, including General and Supplementary Conditions, apply to this Section.

B. Division 111224.14 Pay-by-Plate Multi-Space Parking Meter (MSM) System and Associated Gateless PARCS Software

C. Division 111234 Parking Citation Management System

D. Division 111240.20 Level Count Automated Parking Guidance System (APGS)

E. Division 111248.10 Fixed License Plate Recognition (LPR) Enforcement System

### 1.2 PROJECT DESCRIPTION

A. Project is for a new gateless Parking Access and Revenue Control System (PARCS), Automated Parking Guidance System (APGS), and specified additional digital wayfinding and traffic control signage for the Bellamy Court Garage of the STJPPFA ("Owner") located at 1 Bellamy Court, South Lake Tahoe, CA.

B. As noted earlier in this RFP, being aware that some Vendors and System Integrators may offer only PARCS or only APGS but not both, while others may be able to provide both systems as a combined offering, Owner is allowing bidders to selectively bid:
   1. Only the PARCS.
   2. Only the APGS and associated signage.
   3. Both PARCS and APGS as a combined offering, with one primary bidder offering the combined solution along with secondary teaming partners.
   4. Preference in terms of evaluation points will be given to bidders who offer both PARCS and APGS as a combined offering. Bidders' responses to the RFP are to include the required information and pricing on their offering according to the selected approach.

C. Work consists of a Prime Contractor ("Contractor"), along with additional subcontractors and product vendors as needed, furnishing, coordinating installation with a separate Installation Contractor ("Installer"), activating, configuring, calibrating and testing the following systems, as well as providing ongoing operational support and service of the systems. Installer will be separately contracted by Owner, but Contractor will be required to provide all necessary equipment, coordination, documentation, and support to allow Installer to properly complete installation of Contractor's equipment. Owner will retain a separate Installation Contractor ("Installer") to install the equipment through a separate public bidding process. The selected PARCS/APGS vendor or

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systems integrator shall coordinate with the Installer to install the system fully functionally including installation of any required software, system commissioning and configuration, system calibration, system acceptance testing, migration of user data from the current PARCS to the new PARCS, acceptance testing, and go-live support. The successful vendor or systems integrator shall also provide ongoing maintenance and support for the equipment and software.

The following are the elements of work for the Contractor:

1. Specify and coordinate with Installer the required demolition and preparatory work, including but not limited to: Demolition and removal as required of existing OmniQ PARCS/LPR equipment, including lane equipment, payment kiosks, headend equipment, and appropriate abandoned conduit/wiring, as well as removal or Owner-designated existing static signs, as specified in Drawings. Repair and sealing of unused mounting holes and cutting/capping of unused conduit stubs is also required. The existing OmniQ/HTS LPR cameras are not to be utilized and must be removed. Any new conduit, wiring, mounting assemblies, and wire terminations are also to be performed by Installer according to specifications and instructions provided by Contractor.

2. Furnish a new gateless, ticketless PARCS system including fixed License Plate Recognition (LPR) cameras at the entry and exit lanes to record arrival and departure of parkers and to determine whether payment was made upon arrival (and additional payment made for overstays) or that a parker is on a list of authorized monthly/contract parkers. This system must also support parking validations from nearby retail merchants. The system is not to require any driver interaction with PARCS equipment in the entry and exit lanes. The LPR cameras may be located overhead on the existing PARCS center islands. Contractor is to determine if existing pavement-embedded magnetic loops can be utilized and, if not, cut and install new loops.

3. Furnish four (4) new Pay-on-Foot (POF) kiosks which can accept payment by credit card or by scanned pre-payment or validation code, located as shown in Drawings, and equipped with features as described in the relevant Specification.

4. Furnish new static signage providing direction on how to use the PARCS system and how to make payment; location, content, color, font, and format of signs to be coordinated with Owner.

5. Furnish and install a new Citation Management System (CMS), per the relevant Specification, and integrate the PARCS system with this sub-system. Contractor is to provide all installation support for the CMS since it is primarily a software system.

6. Integrate the PARCS with the Owner’s selected Pay-by-Cell Phone Payment System as a payment option. (Procurement of the Pay-by-Cell provider(s) is not a part of this project.)

7. PARCS vendor is to coordinate with theSTJPPFA and credit card clearing company on provisioning of Merchant ID and Terminal IDs associated with all payment methods

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and credit card terminals in the MSM machines and in the permit payment feature of the MSM's Meter Management System (MMS). STJPPFA will be the Merchant of Record (MOR) for all such transactions.

8. Furnish a Level Counting APGS that can determine the occupancy of Level 1, the occupancy of Levels 2-4 combined, and the occupancy of the entire garage. Furnish two (2) digital signs, as described in the Specifications and Drawings, to which the occupancy information is pushed via wired or wireless communications, with wired being the Owner's preference.

9. Furnish one (1) "No Right Turn" illuminated sign, as described in the Specifications and Drawings, which can be activated by remote control via wired or wireless communications, with wired being the Owner's preference.

10. Contractor is to coordinate with and provide necessary documentation and submittals to the separate Installer for any electrical and civil construction work required to demolish/remove existing systems, prepare the site for the new systems, and install the new systems as specified above. Contractor is to prepare all necessary engineered and shop drawings required for Owner and Installer review.

## 1.3 WORK SEQUENCE

A. General Requirements and Objectives: Work will be conducted in multiple phases to provide the least possible disruption to the activities of Owner's personnel and to the parking operation and parking fee collection of the Bellamy Court Garage. Contractor is responsible for proposing and obtaining Owner approval on a work phasing plan that meets the following objectives:
   1. Work can commence upon official Notice to Proceed (NTP) being provided to the Contractor by the Owner.
   2. All work inside the garage is to be scheduled to occur during dates which are low occupancy periods for the garage. These date periods are weather-dependent and are generally defined as the period between the end of ski season and Memorial Day weekend, and between Labor Day weekend and the weekend before Thanksgiving.
   3. To minimize labor expense, work should be scheduled to occur during normal working hours Monday-Friday, unless pre-approved for overtime or weekend work by Owner for specific reasons.
   4. Minimize or eliminate any period during which the entry/exit lanes and any garage parking areas are blocked or cannot be utilized.
   5. Minimize or eliminate the period during which parking fees cannot be collected either by the existing OmniQ system and/or the new PARCS system.
   6. Time is of the essence in the implementation of the new PARCS system (with Fixed LPR Cameras, Pay-by-Plate POFs, static signage, and Pay-by-Cell integration) and the associated Citation Management System. This work needs to be completed as quickly as feasible after NTP is provided.
   7. Implementation of the APGS and the No Right Turn sign is to be phased after completion and "Go Live" of the PARCS.
   8. All work by PARCS/APGS Contractor is to be closely cross-coordinated with physical equipment installation and civil/electrical work to be performed by the

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separate Installer, so that a unified schedule is followed which provides efficient progress of the overall project and meets the Owner's schedule goals.

B. Specific Milestones for the PARCS/APGS Work: The following specific Milestones are established for the PARCS and APGS Contractor(s) and assume that Owner issues Notice to Proceed by 6/19/2024.

1. Deliver complete and Owner-approved equipment submittals for the PARCS and APGS systems by **8/5/2024**. These submittals are intended to provide complete and comprehensive information to Owner about the proposed systems and will also be used by the separate Installer to enable them to prepare the site and successfully complete installation of all equipment and to install and terminate the associated required power and data pathways, wiring, conduit and connections. The specific required equipment submittals are further detailed in the relevant Specifications listed in Section 1.1 above.
2. Complete the Factory Acceptance Test (FAT) and provide a certified copy of the FAT to the Owner and Installer **by 8/29/2024**.
3. Deliver to the site ready for installation by separate Installer all PARCS equipment including Fixed LPR Cameras, loops and associated loop controllers, Pay-by-Plate MSMs, and any other servers, network equipment or mounting accessories required to support these items, and static signage by **9/9/2024**. The vendor shall be present to receive the products from the delivery company and ensure there is no damage to the equipment as a result of delivery.
4. Deliver to the site ready for installation by separate Installer all APGS equipment including counting sensors, control cabinets, digital/illuminated signage, and any other servers, network equipment or mounting accessories required to support these items, and static signage by **10/7/2024.**
5. "Go Live" of new PARCS System with functionality to collect parking fee payment and perform enforcement for non-payment or under-payment, including Fixed LPR Cameras, Pay-by-Plate POFs, static signage, Pay-by-Cell integration, the associated Citation Management System, setup and activation of Merchant ID and Terminal IDs, and successful completion of Lane Acceptance Testing (LAT) by **11/24/2024.**
6. Final completion of new PARCS System, including successful completion of Operational Demonstration Testing (ODT), closure of all punch list items, and completion of Owner Training by **30 calendar days following completion of Milestone #4**.
7. "Go Live" of new APGS with specified functionality and performance and successful completion of Device Acceptance Testing (DAT), all per Specifications, by **12/15/2024.**
8. Final Completion of New APGS System, including successful completion of Operational Demonstration Testing (ODT), closure of all punch list items, and completion of Owner Training by **30 calendar days following completion of Milestone #6**.

## 1.4 CONTRACTOR USE OF PREMISES

A. General: Limit use of premises to construction activities in areas indicated; allow for Owner occupancy and use by public parkers and minimize disruption as described in Section 1.3 above.

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1. Confine operations to areas within Contract limits indicated. Portions of the site beyond areas in which construction operations are indicated are not to be disturbed.
2. Keep driveways, sidewalks, and pedestrian entrances serving the premises clear and available to the Owner, Owner's employees, and the public at all times. Do not use these areas for parking or storage of materials.
3. Minimize entry/exit lane disruption as described in Section 1.3 above. If lanes are closed for specific, Owner-approved construction periods, there must always be at least one open entry lane and one open exit lane at any given time.
4. Schedule deliveries to minimize space and time requirements for storage of materials and equipment on site.
5. Any on-site laydown or storage areas are to be minimized and will only be allocated with Owner's prior review and express permission.
6. Risk of loss from all areas of Contractor's supplies and any special equipment or tools required for Contractor's work is the responsibility of the Contractor.
7. Contractor personnel may use public restrooms located in the passageway between the garage and Heavenly Village.
8. Contractor work vehicles may only be parked in appropriately sized spaces in the garage or on the adjacent street. Contractor will register the license plates of all work vehicles with the Owner's parking enforcement department so that these vehicles may park for free during approved working hours. Failure to register vehicles may result in a parking citation which is the responsibility of the Contractor.

## 1.5 OWNER-FURNISHED ITEMS

A. Owner will provide the following items:
1. Owner's current DataTicket handheld enforcement devices for usage with the new Citation Management System (CMS), unless Owner agrees to replace these devices with new ones provided by the CMS vendor. Refer to Specification 111234, Parking Citation Management System, section 2.1.A.15 for further details on this topic.
2. Data on current permit parkers who need to be registered into the new system.

## PART 2 - PRODUCTS

2.1 Refer to the "Products" sections of the Specification documents listed in Section 1.1 above.

## PART 3 - EXECUTION

3.1 Owner requires Contractor to act as prime contractor for the entire scope of work defined in this RFP and the attached Specifications. Contractor may team with other companies or subcontractors to furnish, coordinate installation by separate Installer, support, and service the required solution, but must serve as prime contractor and the entity

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responsible for the overall PARCS and APGS equipment, system functionality and performance, and ongoing service, repair, and support.

3.2 Contractor is to appoint a Project Manager who will be the primary interface to Owner and who will coordinate the activities of all of Contractor's teaming partners and subcontractors.

3.3 Refer to the "Execution" sections of the Specification documents listed in Section 1.1 above for further details.

**END OF SECTION 01 11 00**

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# SECTION 11 12 24.14 – PAY-BY-PLATE MULTI-SPACE PARKING METER (MSM) AND ASSOCIATED GATELESS PARCS SOFTWARE

## PART 1 - GENERAL

### 1.1 RELATED DOCUMENTS

A. Drawings QD-101 through -401 and Q-101 through -103.

A. Specification Division 111234, Parking Citation Management System

B. Specification Division 111248.10, Fixed License Plate Recognition (LPR) Enforcement System

C. Price Proposal Form

D. Specification Compliance Form

### 1.2 REFERENCES

A. List of Abbreviations:

| | | |
|---|---|---|
| 1. | AKA | Also Known As |
| 2. | CC | Credit Card |
| 3. | CMS | Citation Management System |
| 4. | EMV | Europay, MasterCard and Visa |
| 5. | ID | Identification |
| 6. | NEMA | National Electrical Manufacturing Association |
| 7. | IP | Ingress Protection |
| 8. | LCD | Liquid Crystal Display |
| 9. | LPN | License Plate Number |
| 10. | LPR | License Plate Recognition |
| 11. | MMS | Meter Management System |
| 12. | MOR | Merchant of Record |
| 13. | NFC | Near Field Communications |
| 14. | P2PE | Point to Point Encryption |
| 15. | PCI | Payment Card Industry |
| 16. | P&D | Pay & Display |
| 17. | PbC | Pay by Cell |
| 18. | PbP | Pay-by-Plate |
| 19. | PbS | Pay-by-Space |
| 20. | RH | Relative Humidity |
| 21. | RAM | Random Access Memory |
| 22. | RMA | Return Merchandise Authorization |
| 23. | MSM | Multi-Space Meter |

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## 1.3 SUMMARY

A. This section includes provision of all material, labor, equipment, documentation, services, and training necessary to furnish, coordinate installation with a separate Installation Contractor (“Installer”), support, and maintain a new, fully integrated, online, real-time, multi-space parking meter system functioning as described herein for the Bellamy Court Garage of STJPPFA (“Owner”) located at 1 Bellamy Court, South Lake Tahoe, CA.

B. Work consists of a prime contractor (“Contractor”), along with additional subcontractors as needed, providing:
   1. Provide any necessary information and support to Installer to enable them to demolish and remove the current payment kiosk system, as defined in Drawings.
   2. Provide any necessary information and support to Installer to enable them to prepare the site as needed for new MSM installation, as defined in Drawings.
   3. Furnish all required equipment and software for the new MSM system, and coordinate equipment installation with a separate Installation Contractor (“Installer”) including providing all information, documentation and support required for Installer to complete the MSM installation work.
   4. Install all MSM device/system Software as required, and provision, activate, configure, integrate, test, and turnover for production the entire MSM system.
   5. Provide ongoing operational support and service of the new system, including both hardware repair and software support.

C. System Description

   1. The system includes:

      a. Four (4) credit card only MSMs, located as shown on Drawings
      b. MMS
      c. Validation management feature as part of MMS
      d. Permit Parker management feature as part of MMS
      e. Standard payment mode is to be pre-payment for parking for a selected duration of time either prior to arrival (via mobile app) or upon arrival within a defined grace period.
      f. Signage, as defined below and on Drawings.
      g. Fixed LPR System integration as further defined below and in the related Fixed LPR Specification.
      h. PbC System integration, including both app-based payment and text-to-pay payment.
      i. Citation Management System (CMS) integration.
      j. All necessary components and materials for a complete and functioning turnkey MSM system as identified in this specification.

## 1.4 DESIGN CRITERIA

A. Accuracy: Provide the following minimum accuracy levels. Calculate accuracy by dividing the accurate counts/calculations by all counts/calculation.

   1. Fee calculation: 100%

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2. Revenue amounts: 100%
3. Data received and accepted by computer system as valid: 100%
4. Data transmission: Less than one message re-transmission per hour.

B. Equipment Construction: Design and construct all components and equipment with the following:

1. Durable vandal and weather resistant cabinets, which maintain finish, look, integrity and functionality in the environment in which installed for a period of ten years.

    a. Mounting holes accessible only from inside of cabinets.
    b. Hinged cabinet doors that swing clear of bollards, walls, columns, and any other obstructions.
    c. Modular internal components, to extent practical, for easy maintenance and replacement.
    d. Able to be relocated without damaging aesthetics or performance of equipment.

2. Control logic and communication capability as necessary and required herein.
3. Compatible communication ports for all communications and connections.
4. Crystal controlled time clock/calendar that is updated at least once daily by MMS and accurate to one minute per ninety days for all primary components.

C. User Interface: Design and construct the user interface with the following:

1. Ergonomically designed devices and user interface for ease of use by patrons.
2. Meet the latest ADA requirements, and any local accessibility requirements, including but not limited to reach ranges, visibility of display screens, clear floor or ground space, and operable parts.

D. Communication:

1. All applicable components are microprocessor controlled, in on-line, virtual real-time communication with MMS.
2. All transaction data sent to MMS immediately, with communications hierarchy appropriate to need for action or response from another component, feature or subsystem.
3. All transaction data is available to MMS workstations within 30 seconds of completing transaction at any device. Delays or functional degradation resulting from data communication between devices over MMS network is not acceptable.
4. Integrate with LPR system and Citation Management System for enforcement purposes.
5. Integrate with Pay-by-Cell system to accept payments made on mobile devices or websites.

E. Future System Expansion:

1. Add or remove MSMs to system.
2. Change payment mode to either PbS or PbP. (Owner intends to operate only in PbP mode but would like the option to switch to PbS in the future if desired.)

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F. Fully operational regardless of extreme weather such as heat, sun, rain, ice, snow, freezing rain, etc.

G. Operating temperature range of -22 F to +120 F and to 99% RH non-condensing.

## 1.5 PRICE REQUIREMENTS:

A. Price includes the provision of all material, labor, equipment, and services necessary to furnish, coordinate installation with a separate Installer, activate, configure, test, turnover, support and maintain a fully integrated MSM system as outlined herein.

1. Examine site

a. Identify in writing any constraints or conflicts regarding MSM installation.
b. Include cost, in writing, of rectifying such constraints or conflicts in Price Proposal.

B. Add-Alternates:

1. Provide annual pricing for Maintenance, Service, and Parts Contract after two-year warranty:

a. A separate contract awarded for Maintenance, Service and parts that would commence with expiration of two-year warranty period.
b. Provide annual pricing for five (5) years after initial two-year warranty period.

## 1.6 SIGNAGE

A. Provide sign poles and MSM signage for separate Installer to install which to advise customers to pay at the meter or by phone, and to locate the meters. Final sign content, quantity, color, and design to be coordinated with and approved by Owner.

B. Provide sign poles and PbC signs provided by PbC vendor, for separate Installer to install.

C. Utilize rust-resistant 8-foot U-channel signposts.

D. Utilize 18” by 24” reflective, rigid aluminum signs.

E. Provide all documentation and support required for Installer to complete the above signage installation work.

## 1.7 ADMINISTRATIVE REQUIREMENTS

A. Coordination:
1. Distribute to the Installer within 45 days after award of contract all installation diagrams, installation instructions, details, shop drawings, riser diagrams, and templates required to provide Installer the necessary information for installing,

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setting, anchoring and/or mounting, and connecting all MSMs including but not limited to any required servers, network switches, etc.
2. Provide support remotely and on-site as needed to the Installer during the installation period to ensure they properly install the MSM equipment.
3. Coordinate interfaces with any other systems by others, including but not limited to Local Area Network, PbC vendor, etc.

B. Pre-Installation Meeting: Conduct meeting at project site fourteen (14) days in advance of time scheduled for work to proceed to review requirements and conditions that could interfere with successful performance. All parties concerned with installation, including communications, electrical and concrete work, or others who are required to coordinate work are required to attend. Include Owner or Owner's Representative. At a minimum, cover:

1. Concrete work, as needed.

2. Electrical work, as needed.
3. Review schedule.
4. Review testing and acceptance procedures.

C. Coordinate data communication, internet connectivity, and network requirements with Owner or Owner's IT Representative.

D. Coordinate PCI/P2PE compliant installation of system with Owner or Owner's designated representative for PCI Compliance.

F. Substantial Completion: A certificate of substantial completion will be provided when the following requirements have been satisfied:
1. All systems, features, and communications have passed the final acceptance testing per Section 3.2 of this document.
2. Certification of PCI compliance.
3. All spare parts, stock material and manuals are on site and have been approved.
4. All test checklists, documentation and training has been completed.

G. Final Acceptance: Final acceptance will occur upon satisfactory completion of all work, tests, demonstrations, and training specified herein as well as successful completion of thirty-day operational test per Section 3.2 of this document.

## 1.8 PROPOSAL SUBMITTALS - TO BE INCLUDED WITH RESPONSE

A. Price Form:

1. Total system cost and per unit cost of each component.
2. Include a separate cost sheet to identify the recommended spare parts to be kept on-site.

B. Product Data:

1. Product description for each component including the following:

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a. Detail of user interface, including description of display screen.
b. Operating temperature and humidity ranges.
c. Housing material and access panel location.
d. Installation and mounting requirements.
e. List of modular components that may be replaced by hand.
f. List of components that require tools for replacement, and identify which tools are required.
g. Details of server infrastructure solution and components, including an on premise or cloud-based solution. Description of any offsite or cloud-based components of the system and the methods by which the on-site equipment and software communicates with the offsite/cloud-based components. This must include a description of the communications and networking methods required to integrate the onsite and offsite components, who provides the associated communications network (Owner, Contractor, or a combination), and any costs associated with this communications network.

2. Description of the MMS software, including the following:

a. Configuration diagram.
b. Software platforms and programming language.
c. Communication protocol, polling procedures, and transaction message flow from peripheral devices to and through MMS.
d. Communication failure/error identification and recovery.
e. Fault tolerance.
f. Back-up procedures.
g. Data storage and retrieval procedures.

3. Sample Screenshots and Reports:

a. Screenshots of dashboards.
b. Screenshots of payment process.
c. Sample revenue and transaction reports.
d. Sample maintenance reports.

C. Spare Parts

1. List all spare parts, and a separate list of recommended spare parts and quantities to be provided, including:

a. Part name.
b. Part number.
c. Unit price.

D. Exceptions and Substitutions:

1. Complete and submit an all-inclusive Specification Compliance List (including substitutions), identifying any substantive non-compliance with specification requirements.
2. Substitutions: It is recognized that there are variations in equipment between manufacturers. Where functional performance, features or quality of system varies materially from that specified, submit a Request for Substitution identifying

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substitution being proposed. This submittal may be accompanied by catalog sheets, brochures, and technical specifications of the proposed system.

E. Project Schedule: Detailed schedule of project requirements including milestones for fabrication, delivery, installation, training, and testing.

F. List manufacturer of each primary component of system.

G. Contractor Information

1. Provide the following information:

a. Name of company.
b. Brief company overview including a description of the company structure, and a statement on whether the company is a private or public entity.
c. Years in business.
d. Number of employees.
e. Annual sales volume.
f. List of key accounts.
g. Name and contact information (address, email, and phone number) of Principals and/or Local Contacts.

2. Provide a list of any subcontractors, their business address, and a summary of their role in the project.
3. Description of the Contractor's presence in the United States and in the state of California, and the location of the nearest service center to Owner's location for maintenance and repairs.

H. Manufacturer's Qualifications: Provide documentation:

1. In continuous operations for previous five (5) years.
2. Similar systems and system integration installed in three (3) or more garages of similar size and complexity. Provide the following for each installation:

a. Name of project.
b. Location.
c. Contact name, telephone number and email address.
d. Date of installation.
e. Description of equipment and quantities.

I. Service Provider Qualifications: If different than Manufacturer, provide documentation:

1. Proven ability to provide service and support after installation, meeting minimum requirements as specified herein.
2. Continuously worked with equipment manufacturer, including providing installations and/or service, for minimum of three (3) years.
3. Approved in writing by manufacturer.
4. Documentation of manufacturer's service training within previous two (2) years.
5. Similar systems installed and/or maintained in three (3) or more garages of similar size and complexity. Provide the following for each installation:

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a. Name of project.
b. Location.
c. Contact name, telephone number and email address.
d. Date of installation.
e. Description of equipment, quantities, and vendor responsibility.

6. Manufacturer approved service center located within four hour's drive of installation.

J. List of sub-contractors, identifying nature of work performed.

K. Warranty:

1. Submit copy of warranty (per Section 1.12 of this document) and explanation of any instances which may impact warranty coverage.
2. Submit RMA procedures.
3. Submit regular service hours and hourly rates, as well as other hours of availability and corresponding rates.
4. Submit maximum remote and on-site service response times from time of service request.

## 1.9 POST-AWARD INFORMATIONAL AND CLOSEOUT SUBMITTALS

A. All submittal approvals, comments and rejections will be returned to the Contractor by the Owner's designated representative with requests for resubmittal as appropriate. Resubmit as required until submittal is approved by the Owner's designated representative.

B. Distribute to the Owner and Installer within 45 days after award of contract submittals containing all installation diagrams, installation instructions, details, shop drawings, riser diagrams, and templates required to provide Installer the necessary information for installing, setting, anchoring and/or mounting, and connecting all MSMs including but not limited to any required servers, network switches, etc.

C. Equipment Manuals to be submitted 14 days prior to commencement of testing, per section 3.3.

D. Samples: Submit samples of reports, receipts, and other items to be selected by Owner within 30 days of contract.

## 1.10 MAINTENANCE MATERIAL SUBMITTALS

A. Stock: Furnish the following operating stock items prior to commencement of operational testing.

1. Ten rolls of receipt paper per MSM. Owner must approve color and artwork of receipts.

B. Lock and Key Requirements:

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1. Identical locks and keys for all like equipment but unique to this project so that keys from other projects will not provide access.
2. Provide Owner with three (3) sets of maintenance keys.
3. If a special tool is required to perform any function or maintenance, provide three (3) of these tools.

## 1.11 QUALITY ASSURANCE

A. All components and installation to comply with all laws, ordinances, codes, rules, and regulations of public authorities having jurisdiction over this part of the work. It is the responsibility of the Contractor to meet these and all other current technical, performance, and safety standards that are applicable to all components and to the entire system, even when not specifically referenced.

B. Open-architecture system where all interfaces (hardware and software) conform to national and International Organization for Standardization (ISO) standards.

C. All materials and equipment listed, labeled, or certified by a nationally recognized testing laboratory to meet Underwriters Laboratories, Inc. (UL) standards, where test standards have been established.

1. Equipment and materials which are not covered by UL Standards may be considered, provided equipment and material is listed, labeled, certified or otherwise determined to meet safety requirements of a nationally recognized testing laboratory.
2. Equipment of a class for which no nationally recognized testing laboratory accepts, certifies, lists, labels, or determines to be safe, will be considered if inspected or tested in accordance with national industrial standards, such as NEMA, IP, or ANSI. Evidence of compliance includes certified test reports and definitive product data.

D. Equipment housings, conduits, and junction boxes exposed to weather (any location not in a conditioned environment) will meet or exceed NEMA 3SX or IP54 standards to be moisture-proof and provide sufficient protection so that the components continue to function without moisture, dust, particle, heat, or cold-related interruption. Components that do not meet NEMA 3SX or IP54 standards or better may be considered if implemented with supplemental environmental controls to sufficiently protect equipment.

## 1.12 DELIVERY, STORAGE AND HANDLING REQUIREMENTS

A. Prior to shipment of any equipment, a Factory Acceptance Test process must be completed and documented by Contractor, and the certificates of FAT completion reviewed and approved by Owner and Installer, in accordance with the description in Section 2.3 below.

B. Contractor is responsible for insuring all shipped items. Any items damaged during shipping are to be replaced and shipped to the project site, by expedited means if requested, at no additional cost to the Owner.

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C. Owner, at their sole discretion, may agree to provide a designated storage/staging area of no more than 100 square feet of floor space for equipment that has not been installed. Location to be determined after contract award. Contractor should assume in their proposal that no storage area will be provided. If a storage area is provided, Installer is responsible for securing that storage area with a suitable lock.

D. Deliver equipment to Installer or project site in manufacturer's original containers to prevent damage and marked for easy identification.

E. Once equipment has been delivered either to the Installer or to the project site, it is the Installer's responsibility to protect the equipment from theft and damage until final acceptance and to insure the stored equipment against risk of loss and damage. Installer is to replace any lost or damaged equipment at no additional cost to the Owner.

F. Installer is to receive all equipment at deliver site or project site. Owner is not to receive, unload, or otherwise participate in delivery of equipment.

## 1.13 WARRANTY

A. General: Equipment and installation (100% parts and labor) for two (2) years from date of final acceptance by Owner or Owner's Representative. System maintained and serviced against all malfunctions due to manufacturing or installation defects at no cost to Owner during warranty period, including preventive maintenance per manufacturer's recommendations or as necessary to keep equipment in good working order. Software support provided during warranty period to include all software upgrades at no additional cost to Owner.

1. Warranty period commences after Contractor has demonstrated satisfactory performance of a functioning MSM system and after the 30-day Operational Test.
2. Maintain a log of all maintenance, preventive maintenance and repair work performed under warranty and provide to Owner or Owner's Representative at end of warranty period.

B. Warranty response period:

1. Monday through Friday, 8:00 am to 5:00 pm Pacific Time excluding holidays.
2. Response time from initiation of trouble call, to on-site response by qualified service technician

    a. Immediate telephone support available from 8:00 am – 5:00 pm Pacific Time Monday-Friday.
    b. Next-day on-site technical support no-later than 12 noon Pacific Time the following weekday.

C. If Contractor is not available for above response, Owner or Owner's Representative may affect repairs with no impact on warranty. Pre-qualify appropriate Owner or Owner's Representative to perform repairs and identify types of repair each trained individual is qualified to perform after training of Owner personnel.

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D. Replace items taken from spare parts inventory during warranty period at no additional cost to Owner.

E. Preventative Maintenance Service during the Warranty Period:

1. Provide preventative maintenance services for all systems throughout the warranty period. Preventative maintenance procedures and frequencies are defined within the Manufacturer's recommended maintenance procedures manual.
2. Preventative maintenance services include but are not limited to inspection, testing, necessary adjustment, lubrication, calibration, parts cleaning, communication system maintenance, server administration and database administration of the hardware provided as part of this project by the Contractor.
3. Perform all preventative maintenance at non-peak periods during regular business hours.

F. Software Support during the Warranty Period:

1. Make available to the Owner normal software improvement releases (updates) as they become available at no additional cost to the Owner.
2. Provide all software patches and updates free of charge during the warranty period; however, the Owner has right of refusal.
3. Seven (7) calendar days prior to all software modifications, patches, updates, and upgrades, provide accurate and complete documentation that describes:

    a. Patch/update release designation.
    b. Proposed date and time of implementation.
    c. Detailed description of what the patch/update accomplishes.
    d. Test plan that shows the change has been successfully tested and has passed internal unit, end-to-end testing.
    e. Full disaster recovery procedures that return the system to its pre-patch/update condition

4. Provide operating system support and database administration services including adherence to the recommended operating system patches and updates as they are made commercially available by the operating system developer.
5. Coordinate the testing and implementation of all patches and updates with the Owner.
6. Support upgrades to the application based on operating system patch and upgrade requirements. For example, if run on a Microsoft operating system, the software can be patched according to the Microsoft patch and upgrade schedule without breaking any application. If Microsoft decommissions an operating system, the Contractor must be capable of releasing code compatible with next operating system upgrade prior to Microsoft ending support for current operating system.
7. If at any time the Contractor ceases to do business or ceases to make the software product commercially available, the Owner will assume full ownership of the software. Thirty days prior to ceasing to do business, the Contractor will provide the most current version of the software source code to the Owner.
8. Provide corrective patches and upgrades in the event security vulnerability or system availability issues are discovered.

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**PART 2 - PRODUCTS**

## 2.1 METER MANAGEMENT SYSTEM

A. Microprocessor controlled, in on-line, virtual real-time communication.

1. MSM wirelessly communicates complete transaction log to MMS. In event of communication failure, MSMs continue to operate in off-line mode and store a minimum of 1,000 transactions, or have sufficient system redundancy, to insure availability of transaction data upon restoration of MMS. In event of failure during communication, an error-checking and recovery routine is employed to prevent corruption of data.
2. Describe the minimum, maximum, and average amount of time in seconds the meter will take to transmit transactions to the MMS, including what parameters or conditions will affect transmission times.

B. Hosted or cloud-based system, capable of operating with proper user ID and password, to all authorized users.

1. Provide continual software updates at no additional fees for the life of the contract.
2. Provide field programmable functions of each meter from MMS (password protected), including rate structures (from MMS only), with all programming changes reported in daily log.
3. Maintain a secure connection while active, and automatically log-off after programmable period of inactivity.
4. Remote access to MMS over standard TCP/IP connection (may use web browser-based applications).
5. Browser-based user-interface modules utilize client/server technology or equivalent. The following general requirements apply to all components or modules:

    a. Windows-based graphical user interface.
    b. Allow for both standard and custom report formats.
    c. Adequate security to allow for different classifications of users.

6. System back-up in less than three hours.
7. Provide all updates to the MMS, to ensure full compatibility with the meters and the system, at no additional cost to the Owner for the life of any contract relating to the meters.
8. Integrate with Fixed LPR system and Citation Management System to obtain LPN’s of entering and exiting vehicles and associate this information with payments made before arrival, upon arrival within grace period, and upon arrival but after grace period and calculate the appropriate rate.
9. Integrate with Owner’s PbC provider for combined payment and financial reporting.
10. If any of the software is cloud-based and provided on a Software as a Service (SaaS) basis, Contractor is to document in the Proposal their SaaS licensing terms and conditions, and the options and costs for a multi-year license for terms ranging from 2 (two) up to 10 (ten) years in length. Furthermore, if any component of the system is cloud-based and provided on a SaaS basis, Contractor is to describe in

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their Proposal what occurs in terms of system and feature functionality if Owner chooses not to renew SaaS-based licensing.

C. Security

1. Utilize protocols and passwords that prevent unauthorized access to software and hardware and manipulation of data and reports, including individual transactions.
2. Include multiple levels of access authorization to all operational, administrative and reporting functions and provide the following security features:

    a. Define individual user and group-based security.
    b. Ability to assign a unique user ID and password for each person authorized to use system.
    c. Ability to establish an expiration period for passwords and periodically change that password for each authorized user ID.
    d. Ability to disable a user ID following successive log-on failures exceeding a specific limit.
    e. Ability to view and report user and group level security rights and create user-defined fields.
    f. Ability to de-activate codes for former users and internal and external customers.

3. Provide Owner with a complete list of initial installation administrator usernames and passwords for all authorized users.
4. Password protected MSM subsystems to restrict access to individual functions of each subsystem:

    a. Revenue Monitoring, Control, and Reporting.
    b. Maintenance Monitoring, Control, and Reporting.

5. Utilize credit and debit card acceptance hardware, software, and other system components that are PCI P2PE and EMV compliant.

6. All MSM and MMS data is considered to be the sole intellectual property of the Owner. Usage of this data by Contractor or by the MSM/MMS vendor for any purpose other than to support, test or repair Owner's system requires prior written authorization from Owner. If such data is stored offsite or in the cloud under a term-based SaaS mechanism and Owner decides not to renew the SaaS agreement, Contractor is to send all MSM/MMS data gathered over the lifetime of the system (i.e. from system activation date through the SaaS agreement termination date) to the Owner in an Excel format and is to subsequently delete such data from any offsite servers or cloud instances

D. MSM Equipment Monitoring.

1. Capable of performing and wirelessly reporting the results of a self-diagnostic routine at programmable times or intervals. Self-diagnostic routines verify that MSM functions are working properly. Functions to be checked include accuracy of fee calculation, clock, and card acceptance. MSM will require database communications machine to machine.

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2. Warning alarms tracked, displayed, and communicated in real time to workstations and cell phones for the following conditions:

    a. Machine failure.
    b. Low battery.
    c. Dead battery.
    d. Component trouble and/or failure.
    e. Receipt jam.
    f. Card jam.
    g. Tampering.
    h. Door Open.
    i. Receipt paper low.
    j. Receipt paper empty.
    k. No transactions for a defined period.

3. Monitor electrical circuits and frequency of operational errors in components to identify maintenance actions to prevent failure of a component.
4. Monitor the transmission of repeated messages that may indicate possible problems with the system.
5. Display abnormal status conditions as a visual alarm on the workstation screen, accompanied by an audible alarm.

    a. The display continues to flash until the abnormal condition is corrected. The audible alarm continues until turned off by operator.
    b. Record the abnormal status condition and the acknowledgement of the alarm, including time, workstation, and operator.

6. Record and store all meter alarms and repair activity.

E. PbP Enforcement Integration:

1. During enforcement sessions, all transaction data is available to MMS workstations and mobile enforcement devices within thirty seconds of completing transaction at any device. Delays or functional degradation resulting from data communication between devices over MMS network is not acceptable.
2. Provide web-based, viewable and printable reports of all meter and mobile payments for enforcement purposes, including time purchased, purchase amount and time of expiration.
3. Ability to integrate MSM data with mobile and/or handheld units for enforcement purposes, providing street or lot #, machine #, plate #, time purchased, purchase amount and time of expiration.

F. Permit Parking Support: Owner requires the ability to issue monthly or annual parking permits to authorized parkers such as staff of nearby businesses. Owner also requires the ability to create temporary, short-term (e.g., daily, weekly) permits for STJPPFA employees, visitors, vendors, or contractor/service personnel good for a specified number of days or weeks. The MMS must support creation and management of LPR-based virtual permits with the following capabilities:
1. Create LPR-based virtual parking permits with a validity period ranging from a minimum of 4 hours to a maximum of 1 year or set to have no expiration date (meaning the permit remains valid until removed or modified.)

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2. Assign rate classes for permits – up to 16 preset rates plus the ability to enter a custom rate.
3. Associate from 1 to 4 License Plate Numbers with a single permit.
4. Accept payment by credit card for new and renewal permits via both of these options:
   a. Direct contact with STJPPFA parking operations personnel (e.g., phone, email, parking office visit, etc.).
   b. A customer-facing, web-based permit request portal that allows permit applications to be completed online by a parker and sent via workflow to STJPPFA parking operations personnel for review and approval.
5. Declare specific permits expired or invalid at City's discretion.
6. Provide management reports of the current and historical list of all valid and expired permits by permit class, duration, or rate, and provide a summary report of the current and historical total value of all permits subtotaled by permit class and totaled for all permits.
7. Provide email and/or text notification to the permit holder prior to the expiration of their permit including a link to the permit system which can be used to submit a request to renew the permit. The notification period is to be settable from a period of 1 to 30 days.
8. Provide integration with the Citation Management System so that the status of all permits can be checked by LPN, and with the Fixed License Plate Recognition System so that permit status is checked upon entry and permit parking session durations are determined upon exit. Create time-stamped logs of all permit entry/exit transactions and provide reports that can be run by LPN, by date/time range, or by permit type.
9. The LPR system integration must also report via alarm messages detection of a vehicle with an expired permit entering the garage.

G. Validation Support: Owner offers partial and full validation for a defined number of hours from local, nearby retail and entertainment establishments. The MMS must provide the following capabilities regarding such validations:
   1. Provide the ability to do validation using pre-issued coupon codes (e.g., purchased online along with a movie ticket) which are presented on paper or the screen of a mobile device.
   2. Provide the ability for the payee to initially pay at the MSM as a non-validated transaction, but then to later use scan the QR/bar code of their paper or electronic payment receipt at a nearby authorized retail or entertainment business, which causes the payee to receive a credit for a pre-determined validation value.

H. MSM Reports: Provide the following ASCII file reports which can be displayed on a monitor or printed on a printer:

   1. Daily Event Log - A listing of any changes to the system and users who made the changes, system alarms and system log on/log offs.
   2. Meter alarms and repair activity sortable by time, date, meter, operator, and/or type of alarm.
   3. Maintenance history report of each meter.
   4. Transaction Report - A listing of each transaction processed by the MSM, including and sortable by:

      a. Time/date/day of week.

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b. Duration.
c. Payment amount.
d. Payment amount adjustments due to usage of validations.
e. Card type.
f. Plate number.

5. Daily Summary Report - A daily summary of all MSM activity, including daily grand totals of Transaction Report data.
6. Monthly Summary Report – A monthly summary of all MSM activity, including monthly grand totals of Transaction Report data.
7. Parking Value/Type Report - Stratification based upon the value of transactions processed by payment type, provided for each rate structure. This report is used for revenue analysis, rate analysis, management planning, and statistical information.
8. Revenue Report – Total revenue for a selected timeframe, including and field sortable by:

   a. Time of day.
   b. Plate number.
   c. Card type.
   d. Duration.

9. MSM Usage Reports sortable by:

   a. Time of day.
   b. MSM
   c. Plate number.
   d. Card type.
   e. Duration of time.

10. Add-time report – Provide a list of transactions conducted by same customer, to add time at the meter, using ID code.
11. Pre-payment report – Provide a list of transactions conducted in advance of the session start time.
12. Validations report – Provide a list of all transactions conducted using a validation for partial or full payment, and the value of each validation.
13. Rejected credit cards per meter, broken out by reason for rejection.
14. Number of meters and % of inventory out-of-order over a specified time period.
15. Either periodically or on demand, MMS downloads and sends electronically, revenue reports for integration into Owner's financial department via TCP/IP connection to designated computer network in Microsoft Excel or approved equivalent.

I. Rate Structure:

1. Remote programming of MSM parking rates, with rate tables in a windows format and easily changed by the Owner.
2. Day, evening, night, and weekend rates.
3. Daily, weekly, monthly and annual permit parking rates.
4. Grace periods (i.e., 15 minutes free)

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5. Support the ability to allow advance payment (before arrival) as an Owner-selectable option and with settable limits on how many such advance payments are allowed and how far in advance.
6. Validation values (full and partial)
7. Flat rates for events.
8. Holiday rates.
9. Residential permit rates.
10. Allow for initial payment and/or adding time at any MSM in system.
11. Provide a unique ID code to enable customers to add time to their transaction.
12. Programmable time slots as small as ten minutes.
13. User defined maximums (2-hour, 4-hour, 12-hour, 24-hour, etc.)
14. Submit the minimum number of programmable time slots per day and per week.
15. Ability to program any subset of meters using any combination of standard and user-defined filters and an effective date.
16. Automatic adjustment for Daylight Savings Time and leap year in fee calculations.

## 2.2 MULTI-SPACE METER (MSM)

A. Operational Modes: PbP with ability to convert to PbS or P&D modes if so desired at a future date.

1. PbP sample operating sequence:

a. MSM prompts customer to enter plate number.
b. MSM prompts customer to make payment.
c. MSM processes payment and offers receipt.

B. Housing

1. Cabinets and component brackets fabricated from 100% high grade stainless or cold rolled steel.
2. Durable, vandal, graffiti, corrosion, and weather resistant, and able to maintain finish, look, integrity and functionality in the environment in which installed for a period of ten years.
3. Mounting holes are only accessible from the inside of the cabinet.
4. Internal door hinges.
5. External lighting to assist patrons at night.

C. Internal Components

1. Modular in nature and easily removed/replaced by hand.
2. Corrosion resistant connections and connection boxes with unique installations so that a component or connector cannot be connected incorrectly.
3. Provide heating source for extreme cold temperature.

D. Informational/Instructional Displays

1. Liquid Crystal Display (LCD) Color Display Screen

a. Display current time of day (HH:MM).

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b. Acknowledgement of payment, buttons, numbers, letters, and/or symbols pressed by customer.
c. Easily readable alpha-numeric display to communicate messages to user.
d. Instructional prompts guide customer through payment process such as: “Please enter plate number”, “Please enter desired time to park”, “Please insert credit card”, “Authorizing” and “Thank you”.
e. Capable of recognizing user errors and providing corrective guidance.
f. Remotely programmable via the MMS.
g. Backlit, automatically adjusting to external light conditions, with the contrast adjustable by the Owner.
h. UV resistant (non-yellowing) Lexan-like material to protect the LCD.
i. Display (scroll) rates and regulations for every time slot programmed for the day.
j. Ability to display logos and graphics.
k. Provide on-screen menu or display for technicians to analyze problems on-site, and provide, at minimum, the following information regarding the meter’s current operating status:

1) View the current assigned meter configuration and software version.
2) View the battery level.
3) Test the operating condition of the card reader.
4) Test the integrated wireless communications.

2. Fixed graphics containing customer instructions for user-friendly operation.

a. Operating procedure progresses from left to right and top to bottom.
b. Numbered corresponding instructions are pictorially illustrated.
c. Customizable by Owner.

3. User Interface

a. Weatherproof keypad or and/or user buttons unaffected by temperature, sun, rain, ice, snow, freezing rain, etc.
b. Capable of operating in at least three different languages at the push of a button. Support for English, Spanish, and Mandarin Chinese at minimum is required.

E. Card Reader

1. Accept the following cards:

a. VISA
b. Master Card
c. American Express
d. Discover
e. Bank Debit Cards with Credit Card Logo

2. Credit Card Approval System:

a. PARCS vendor is to coordinate with the STJPPFA and credit card clearing company on provisioning of Merchant ID and Terminal IDs associated with

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all payment methods and credit card terminals in the MSM machines and in the permit payment feature of the MSM's Meter Management System (MMS). STJPPFA will be the Merchant of Record (MOR) for all such transactions.

b. Credit card readers wirelessly connected to a server dedicated to credit card approval and payment processing system.
c. Configure system such that information from each credit card transaction is wirelessly transmitted to a server in direct communication with authorizing clearinghouse via secure connection to provide on-line real time approvals for each transaction.
d. Contact chip card read and mag stripe reader, and contactless NFC reader capable of accepting at a minimum Apple Pay and Google Pay.
e. Credit Card gateway to be part of PCI P2PE as listed on the PCI-SSC web site and VISA Level-1 Service Provider as listed on the VISA web site.
f. Encryption is performed at the card reader and utilizes P2PE.
g. Credit card authorization in real time.
h. Maximum average authorization time for credit card transactions: Ten (10) seconds.
i. Provide "store and forward" feature only when the communication network is down, or not available and credit card payments cannot be authorized in on-line mode.
j. Confirm and provide record formats required by Owner's financial institution.
k. Identify all required additional services necessary for processing and the associated costs.

3. Provide the user the ability to confirm purchase prior to processing card.

F. Scanner

1. Provide a 2D scanner which can read QR and bar codes presented on paper or on a mobile device screen.

2. Such QR/bar codes may be used for proof of online pre-payment or for partial/full parking validations obtained in advance of arrival from authorized nearby retail and entertainment establishments.

G. Audio/Video Intercom

1. Provide an audio/video intercom system supporting two-way audio and two-way video communications from each MSM to an assistance call center.

2. It is preferred that the intercom system be integrated into the body of the MSM using a built-in "push for assistance" button, embedded camera, microphone, and speaker and displaying the assistance call center's agent image on the screen of the MSM.

3. It is acceptable but not preferred that the intercom system can be mounted outboard of the MSM via an add-on video screen and audio system.

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4. Intercom system is to support high quality audio and video, with adjustable volume levels on audio and adjustable contrast ratio and focus on video.

5. Contractor is to include the monthly cost of the call assistance center to support the intercom system in their price proposal.

H. Power Supply

1. Standard power input of 120 Volts AC.

2. Backup battery with battery life of at least 36 months and capable of maintaining pay station operation for a period of up to 8 hours without AC power.
3. Commercially available battery without voiding warranty.
4. Ability to replace battery in less than two minutes with no tools required.
5. Programmable low battery alerts.
6. Separate backup battery to sustain clock, calendar, audit information and RAM in the event of a system failure or during battery replacement.

I. Communication

1. Offeror must perform independent site evaluation to determine optimal communications mode(s).
2. It is the responsibility of the vendor to test and confirm reliable power and communication from all MSM locations.
3. Standard communications mode to be hard-wired TCP/IP-Ethernet over CAT6.
4. Optional cellular data connection at LTE speeds or higher.

J. Receipt Printer and Electronic Receipts

1. Capable of printing standard and variable length receipts and reports.
2. Receipt offered and issued upon completion of transaction, if selected by payee.
3. Option for payee to select printed or electronic receipt. For the latter, ability for payee to enter a phone number to which e-receipt will be texted.
4. Minimum information provided on receipt:

   a. Amount of transaction.
   b. Unique identification number for adding time, adjudication, and audit control.
   c. Plate number.
   d. Time and date purchased.
   e. Expiration time and date.
   f. Meter number.
   g. A QR/bar code which contains the essential transaction information (for potential later usage at validation stations).

5. Ability to replace receipt paper roll in less than one minute with no tools.

## 2.3 SOURCE QUALITY CONTROL

A. Factory Acceptance Test (FAT)

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1. Due to the separation of the “furnish equipment and software” and “provide installation” portions of the scope for this project, it is required that adequate documentation of the proper functioning of the equipment in its complete, originally manufactured state be conducted by the Contractor prior to delivery of equipment to the project site. Such testing, known as a Factory Acceptance Test (FAT), is meant to ensure that all equipment is known and demonstrated to be working correctly via a documented FAT procedure and a certificate of completion of FAT is provided to the Owner and Installer prior to handoff of the equipment to the Installer.
2. All equipment is to have successfully passed formal manufacturing FATs and quality assurance inspections to validate compliance with these functional specifications prior to shipment to the project site.
3. Records for formal internal Contractor FAT and inspection for performance, materials quality and/or workmanship are to be produced by the Contractor and sent as formal project submittals to Owner and Installer for review **prior** to shipment of equipment to the project site. Equipment is not to be released for shipment until Owner and Installer have approved the FAT submittals.
4. Contractor is also to have readily available proof of product reliability analysis and testing should reliability become a problem at any time from the beginning of installation testing through the final operational test period.

## PART 3 - EXECUTION

### 3.1 INSTALLATION AND COORDINATION

A. Coordinate installation of MSM System with Installer in accordance with manufacturer's recommendations.

B. Installation and Start-Up: Contractor is to coordinate installation of all Contractor supplied equipment and its interfacing and interconnection with Owner supplied equipment with Installer. Installer is to perform all physical equipment installation and associated electrical or civil work, with support from Contractor as needed.

C. Contractor is responsible for all software and communications by all computers and peripheral devices.

D. Owner or Owner’s Representative may observe installation process and stop the work at any time throughout the process.

E. Provide dust and noise protection in strict accordance with equipment manufacturer's recommendations.

F. All equipment components installed near drive aisles shall be protected from damage by vehicular movements by protective bollards.

### 3.2 FIELD QUALITY CONTROL

A. Provide an Acceptance Testing Plan to demonstrate the functionality of the system.

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1. Include demonstrations of compliance with all specifications, contractual compliance, definitions of all test objectives, participant responsibilities, documentation of tests and procedures for dealing with failures during test.
2. Detail tests for every functional requirement of the MSM system, including PbC integration.

    a. Include checklist for specified supplies, spare parts, training operation and training manuals.
    b. Provide space for acceptance by Contractor and Owner or Owner's representative.

3. Confirm that all specified features are provided and fully operational before Acceptance Testing.
4. Notify Owner or Owner's Representative in writing at least one week prior to each official test session. If a test is not successful, correct noted deficiencies and advise Owner or Owner's Representative, at least two days in advance, that test session is ready to resume.
5. Owner or Owner's Representative may witness tests.

B. Passing Acceptance testing, even if performed in the presence of the Owner or Owner's Representative, does not relieve the Contractor of the responsibility to provide a system in accordance with the Specifications.

C. Promptly correct all problems encountered at no cost to the Owner.

D. Thirty (30) Day Operational Test and Final Acceptance

1. After go-live date, the Owner will conduct an operational test for thirty (30) days.
2. Performance Standards:

    a. System is fully operational without downtime or programming problems for the complete monthly reporting cycle. For each down-time period of between one hour and eight hours, or programming problems that delay the report cycle, two days will be added to the test duration.
    b. All reports correlate 100% with credit card reconciliation.

3. Maintain detailed records and a logbook of all tests, events, and issues to be provided to the Owner upon completion of the tests.

## 3.3 INSTRUCTION AND TRAINING

A. Fully instruct the Owner's designated personnel in the operation, adjustment, and maintenance of all MSM products, equipment, and systems.

B. Coordinate scheduling of on-site and in-person instructional classes with Owner's designated personnel to avoid conflicts and peak-period personnel demands.

C. Submit a proposed instruction schedule prior to equipment installation. Owner will tentatively approve or suggest changes to the training schedule.

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D. Ample time should be allotted within each session for the instructor to fully describe and demonstrate all aspects of the MSM system and allow Owner personnel to have hands-on experience with the MSMs.

E. All instruction courses will consist of classroom instruction and actual “hands-on” experience. Classes will be set up in a room designated by the Owner.

F. Provide experienced instructors that speak fluent English in a clear precise manner.

G. Provide all documentation required for instructing Owner personnel. The Owner retains the right to copy training materials as frequently as required for ongoing internal use only.

H. Provide an instructional notebook or user’s manual to accompany every instruction course. Submit a hard copy and electronic version of all manuals (operation and maintenance) written in common English with appropriate photos, diagrams, and schematics to supplement the text.

I. Training categories:

1. Maintenance.
2. Enforcement.
3. Finance/Administration

J. Provide hard copies and electronic operation and maintenance manuals for all components.

**END OF SECTION**

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# SECTION 11 12 34 - CITATION MANAGEMENT SYSTEM

## PART 1 - GENERAL

### 1.1 RELATED DOCUMENTS

A. Division 111224.14 Pay-by-Plate Multi-Space Parking Meter (MSM) System

B. Division 111248.10 Fixed License Plate Recognition (LPR) Enforcement System

C. Price Proposal Form

D. Specification Compliance Form

### 1.2 REFERENCES

A. List of Abbreviations:

| | | |
|---|---|---|
| 1. | BOLO | Be on the Lookout |
| 2. | CC | Credit Card |
| 3. | CMS | Citation Management System |
| 4. | LPR | License Plate Recognition |
| 5. | MSM | Multi-Space Meter |
| 6. | NEMA | National Electrical Manufacturing Association |
| 7. | OCR | Optical Character Recognition |
| 8. | ODBC | Open Database Connectivity |
| 9. | ODT | Operational Demonstration Test |
| 10. | PbC | Pay-by-Cell |
| 11. | PDF | Portable Document Format |
| 12. | PEO | Parking Enforcement Officer |
| 13. | IP | Ingress Protection |
| 14. | RMA | Return Merchandise Authorization |
| 15. | SAT | System Acceptance Test |

### 1.3 SUMMARY

A. Work consists of a prime contractor (“Contractor”), along with additional subcontractors as needed, furnishing and installing on a turnkey basis a fully integrated on-line, real-time, parking Citation Management System (CMS) functioning in the manner described herein. Contractor is also to provide ongoing operational support and service of this system.

B. System will be used for the Bellamy Court Garage of STJPPFA (“Owner”) located at 1 Bellamy Court, South Lake Tahoe, CA and will replace the current enforcement system.

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C. References in this section to “Contractor” include the Prime Contractor and any Subcontractor performing work.

D. Identify using the provided Specification Compliance Form any clarifications, deficiencies, exceptions or errors in the Specifications or Contract Documents in response. Deviancies or discrepancies in the Specifications or Contract Documents do not relieve the Contractor of the responsibility to provide a fully functional, reliable system as intended by the design. Clarifications and exceptions to the design must be clearly stated in the response and are subject to Owner approval.

## 1.4 SYSTEM DESIGN CHARACTERISTICS

A. Integrate with Owner’s MSM, PbC, and LPR systems (as specified in related documents) for enforcement, appeals, and financial reporting.

B. Provide a public payment portal for parking citations via a secure website that is linked from the City’s parking website.

C. Future System Expansion:

1. Readily expandable to accommodate additional Owner parking facilities, features and configurations.
2. Add booting payments, scheduling, reporting, adjudication.

## 1.5 PRICE REQUIREMENTS

A. Price includes the provision of all material, labor, equipment, and services necessary to furnish, install and support a fully integrated MSM system as outlined herein

B. Constraints

1. Identify in writing any constraints or conflicts regarding system implementation.
2. Include cost, in writing, of rectifying such constraints or conflicts in response.

## 1.6 PROPOSAL SUBMITTALS

A. Price Form: Total system cost and unit cost of each component, as well as explanation of all recurring costs.

B. List manufacturer of each primary component of system.

C. Contractor Information

1. Provide the following information:

a. Name of company.
b. Brief company overview including a description of the company structure, and a statement on whether the company is a private or public entity

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c. Years in business.
d. Number of employees.
e. Annual sales volume.
f. Description of the Contractor's presence in the United States and in California, including the location of the nearest service center for maintenance and repairs
g. Name and contact information (address, email and phone number) of Principals and/or Local Contacts.

2. Provide a list of any subcontractors, their business address, and a summary of their role in the project.

D. Contractor's Qualifications: Provide documentation:

1. In continuous operations for previous five years.
2. Five client references:

a. Name of municipality.
b. Address.
c. Contact name, telephone number and email address.
d. Date of implementation.
e. Description of system and services.
f. # of citations annually.

E. Project Approach – Submit the following:

1. Executive summary including any unique features and functionalities that will enhance customer service and facilitate greater operational efficiencies.
2. Description of the Contractor's approach for client customer service.
3. Detailed project plan and schedule based on the anticipated project milestones. Detail the plan for design, implementation, phasing and migration from current system, training, and testing.

F. Product Data - Submit the following:

1. Software application and version(s).
2. Standard report samples including screenshots.
3. Contractor's workstation requirements for Owner provided workstations.

G. Exceptions and Substitutions:

1. Exceptions: Provide an all-inclusive list of all exceptions taken to any part or parts of these specifications or the contract documents, including substitutions, using the provided Specification Compliance Form.
2. Substitutions: It is recognized that there are variations between vendors. Where functional performance features or quality of system varies materially from that specified, identify substitution being proposed. Include catalog sheets, brochures, and/or technical specifications of the proposed substitution.

**PART 2 - PRODUCTS**

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## 2.1 CITATION MANAGEMENT SYSTEM

A. Administrative

1. Integrate with Owner's MSM, PbC, and LPR systems for Fixed LPR data feeds, citation management, and financial reporting.
2. Hosted or cloud-based environment must have an off-site secure backup location. If cloud-based, must comply with the same submittal and technical requirements as noted in Specification Division 111224.14 Sections 1.8.B.1.g, 2.1.B.10, and 2.1.C.6. Any cloud instances used must be hosted in US-based cloud centers. **A fully cloud-based CMS application architecture with no on-site server required is strongly preferred by STJPPFA.**
3. Log and track all user activity within the system and generate audit reports on user activity.
4. Owner will have complete ability to add to delete from or revise the passwords that are established by the network administrator. The password system to include the provision of logging the event and user's name each time a password is used to gain access to or within the system.
5. Security functions provided by the system to include but is not limited to:

    a. All changes/updates to the server system require prior authorization from Owner.
    b. Where the change and/or update is authorized, an audit trail and report are created including the following:

        1) Date/time of change.
        2) Record of change made.
        3) Username of individual making the change.
        4) Record of data modified or changed (prior to change).
        5) File identities and record count.

6. Ability to determine from Fixed LPR entry/exit records and from MSM payment data whether a vehicle:
    a. Has left without paying the parking fee due.
    b. Has overstayed their purchased parking time.
    c. Is a monthly permit parker whose permit has expired.
    d. Is a scofflaw vehicle on a "disallowed" list for various reasons such as repeated non-payment of past parking fees.
    e. Is on a law enforcement BOLO list.

7. Ability to send Owner-programmable real-time email or text alerts to PEOs and other Owner parking operations personnel for any of the cases listed in Section 6 immediately above, including an image of captured LPR and vehicle image.
8. Ability to query database by name, vehicle, license plate, citation number, appeal number, facility, or event.
9. Ability to show the license plate and vehicle image on query results.
10. DMV Interface for Registered Owner Information and Holds

    a. Contractor must have ability to retrieve registered owner data from the DMV of at least California, Oregon, and Nevada. Support for additional states is highly desirable but not mandatory.

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b. Review DMV “No Hit" list to confirm vehicle make and registered owner information.

11. Allow for automatic scheduling of tasks (e.g., updating customer information from data imports).
12. Allow for customizable screen views for different user’s job tasks.
13. Email management

    a. Ability to schedule auto-generated emails.
    b. Ability to monitor and audit outgoing email batches, bounce backs, etc.
    c. HTML and TEXT email capabilities, with unlimited characters within body of email.
    d. Ability to incorporate graphics or images within email body.
    e. Ability to attach PDF to email, or another file type.
    f. Ability to send email directly from customer account page.

14. Letter and statement management

    a. Custom letters and statements that can be mailed emailed or uploaded to customers.
    b. Citation and hearing letters with responsible customer, fee, citation and hearing information.
    c. Auto-generate/pre-schedule outstanding citation letters and transfers to California DMV.
    d. Auto-generate letters based on pre-programmed rules (i.e., number of days for outstanding citation, number of citations, amount owed, etc.).
    e. Ability to suppress generation of specific letters or citations at the discretion of Owner’s parking enforcement personnel.

15. **Owner’s preferred approach to issuance of formal, DMV-aware citations is an API-based integration with Owner’s current DataTicket system. If this is not possible with the Contractor’s offering, explain the alternative(s) you propose which meet all Specifications in this section.**
16. Ability to create and issue citations via handheld device.
17. Ability to create unique citation types with violation description.
18. Ability to set and adjust citation violation fines.
19. Ability to create custom fields on citation, including dropdown menu for public comments, private comments, etc.
20. Ability to attach a license plate and vehicle image to the citation.
21. Citation images must be available for the customer to view when logged into their account.
22. Issued citations automatically stored in sortable, searchable database.
23. Ability to transfer unpaid citations to a third party (i.e., collections agency).
24. Ability for customers to appeal citations online or via email:

    a. Ability to attach up to three supporting documents (jpeg, pdf, etc.).
    b. Throughout the adjudication process the citation can be upheld, fine reduced, overturned, or reduced to a warning.

25. Ability to save, edit, download and schedule queries
26. Reports:

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a. Available online and on demand for Owner personnel who have proper password access.
b. Viewable, printable, and exportable from the GUI.
c. Ability to pre-program reports to run, print, and be emailed to desired recipients.
d. Data compiled in an ODBC compliant database with the ability to prepare custom reports using the PARCS data including Microsoft Excel, at a minimum, via a comma-separated-value file format.
e. Sortable by all fields.
f. Provide the Contractor's standard reports including report descriptions, selectable data fields, and report layouts for all standard reports.
g. Coordinate with the Owner as required during the system design to address specific reporting needs of the Owner. At a minimum, reports provided shall include:

1) Citations by date, time, location, issuer, violation type, license plate,
2) Paid and unpaid citations.
3) Citation status.
4) Cash drawer activity.
5) Transaction reports by cashier.
6) Cashier reconciliation reports.
7) Credit card transactions.
8) Accounts receivable.

h. Transition existing custom reports to new system as defined by Owner requirements. Owner and Contractor to coordinate report design and finalize custom reports prior to the expiration of the warranty period.

27. Customer Accounts:

a. Unique account number per customer.
b. Unlimited number of user-defined fields.
c. Ability for customer to prioritize data (multiple addresses, vehicles, phone numbers, etc.).
d. Ability to flag customer accounts or fields (VIP, no checks, contact supervisor, etc.).
e. Ability to archive inactive customers.
f. Ability to merge customer accounts when duplications occur.
g. Ability to create group accounts.
h. Ability to identify and monitor scofflaw or BOLO accounts.

28. Credit Card Processing:

a. All applications and software that provide the ability to process Card Not Present transactions as defined by the PCI Council must be listed on the Visa Level-1 Service Provider Registry.
b. Real-time payment processing.
c. Ability to identify all CC payments by type of CC.
d. Accept the following cards:

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1) Visa
2) MasterCard
3) American Express
4) Discover
5) Bank-Issued Debit Cards with any of the above card brand affiliations, accepted as a credit card.
6) Ability to create and print receipts.

B. Support:

1. Support tickets can be submitted by phone, email, or web portal.
2. Same-day response required on weekdays if submitted by 3:00 pm EST.
3. Next-weekday response no later than 10:00 am EST if submitted after 3:00 pm EST or on weekend/holiday.

## 2.2 ENFORCEMENT HANDHELD TICKET WRITING DEVICES

A. **Owner's preferred approach to handheld ticket writing devices is to use Owner's current DataTicket handhelds. If this is not possible with the Contractor's offering, explain the alternative(s) you propose which meet the following specifications.**

B. Electronic ticket writing devices.

C. Digital photographs for proof of violation, reduced adjudication and improved compliance.

D. Application shall provide for easy back up and restoration of data based on user-defined parameters.

E. Citation design and language to be approved by STJPPFA.

1. Ticket numbers print in an OCR-A readable and landscape format.
2. Accommodate preprinted and free form printing.

F. Minimal Fields:

1. Unique ticket number (automatic entry)
2. Issue date (automatic entry)
3. Issue time (automatic entry)
4. Vehicle information:

a. Registration number and/or VIN#
b. Vehicle Make
c. Vehicle Color
d. Vehicle Type
e. Plate number
f. City
g. State
h. Location
i. Zone

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j. Time Limit
k. Parking meter number
l. Route
m. Issuing PEO Name
n. Issuing PEO Badge Number
o. Violation Identification Code
p. Fine Amount
q. PEO Notes
r. Public and private comments

G. Clearly readable screen in direct sunlight and after exposure to direct sunlight.

H. Display and/or display keys must have adjustable lighting to facilitate use after dark or whenever low lighting conditions exist.

I. Provide date and time stamps for all operational functions.

J. Internal clock synchronizes on a daily basis with the host software.

K. Daylight savings / standard time changes shall be automatically reflected.

L. Provide group mode function for automated repetition of data for multiple violations in the same location or for the same violation – to hasten the issuance process.

M. Accommodate incident and trouble reporting in the field, such as broken parking meters, missing signs, etc.

N. Provide printable End of Shift summary.

## PART 3 - EXECUTION

### 3.1 IMPLEMENTATION, PHASING AND MIGRATION PLAN

A. Sixty days prior to go-live date, meet with Owner to review implementation, phasing, and migration plan.

B. Provide close coordination with implementation schedules of all related systems that are part of this project (MSM, PbC, Fixed LPR).

C. Provide a “soft launch” period of one month in duration during which both the old and new CMS are in place.

### 3.2 TRAINING

A. Develop and implement a comprehensive training program for authorized personnel.

B. Design the curriculum so that each group is trained in the full repertoire of system commands that they may have to use in course of performing designated functions.

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C. Schedule training no more than two weeks prior to use of equipment.

D. Include lectures, visual presentations, hands-on operation of equipment and any materials necessary to perform job. Provide each trainee with a complete set of training materials and operating manuals during training session, to be kept for use on job at completion of training.

## 3.3 TESTING

A. Provide a formal submittal for Owner review and approval of Owner-specific System Acceptance Testing (SAT) and Operational Demonstration Testing (ODT) plans at least 60 days prior to the commencement of the SAT.

B. SAT plan is to test all system functions, features and reports using actual data from the Bellamy Court garage. This test occurs before the system is put into operational usage.

C. Based on any deviations or untested items noted in the SAT results, Owner will decide at their sole discretion if the SAT is considered passed, passed with deviations, or failed.

D. If SAT has failed, Contractor will correct all failures and repeat the SAT within no more than two (2) weeks after the failed SAT.

E. If SAT has passed with deviations, Contractor will develop and manage to Owner-acceptable resolution a punchlist of all deviations. Resolution of all punchlist items is required before proceeding to ODT.

F. Upon successful completion of SAT and resolution of all punchlist items, the system will be considered conditionally accepted and ODT will commence. The ODT plan is intended to test the system once it is in an initial production state, to verify that functions, features and reports using actual data from the Bellamy Court garage are correctly and reliably operating as a full, complete system.

G. The duration of the ODT period is to be thirty (30) days of continuous operation free from any complete system failures or significant individual feature or function errors. The categorization of an error as “significant” is at the discretion of the Owner. If a complete system failure or a significant error occurs, the 30-day ODT period will restart from the beginning once the system failure or significant error is corrected.

H. Upon successful completion of ODT, the system will be considered to have achieved final acceptance.

**END OF SECTION 11 12 34**

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# SECTION 111240.20 – LEVEL-COUNT AUTOMATED PARKING GUIDANCE SYSTEM (APGS)

## PART 1 - GENERAL

### 1.1 RELATED DOCUMENTS

A. APGS Design Drawings (“Drawings”) – see Q-001, Q-101, Q-403, Q-501, and Q-502.

B. Price Proposal Form

C. Specification Compliance Form

D. General Conditions of the Contract for Construction apply to this Section.

E. Codes and Regulations: Comply with State and Local codes as applicable.

### 1.2 DEFINITIONS

A. List of abbreviations:

| | | |
|---|---|---|
| 1. | ANSI | American National Standards Institute |
| 2. | APGS | Automated Parking Guidance System |
| 3. | API | Application Programming Interface |
| 4. | BI | Business Intelligence |
| 5. | DAT | Device Acceptance Test |
| 6. | DMS | Digital Messaging Sign |
| 7. | GUI | Graphical User Interface |
| 8. | IP | Intrusion Protection |
| 9. | ISO | International Organization for Standardization |
| 10. | IDF | Intermediate Distribution Frame |
| 11. | LED | Light Emitting Diode |
| 12. | LPR | License Plate Recognition |
| 13. | NEMA | National Electrical Manufacturers Association |
| 14. | NEC | National Electric Code |
| 15. | NTP | Notice to Proceed |
| 16. | ODBC | Open Database Connectivity |
| 17. | ODT | Operational Demonstration Test |
| 18. | PARCS | Parking Access and Revenue Control System |
| 19. | POLP | Principle of Least Privilege |
| 20. | QA/QC | Quality Assurance/Quality Control |
| 21. | SaaS | Software as a Service |
| 22. | SDD | System Design Documents |
| 23. | SDR | System Design Review |
| 24. | TCP/IP | Transmission Control Protocol/Internet Protocol |
| 25. | UL | Underwriters Laboratories, Inc. |
| 26. | UPS | Uninterruptible Power Supply |

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## 1.3 SUMMARY

A. This section includes provision of all material, labor, equipment, documentation, services, and training necessary to furnish, coordinate installation with a separate Installation Contractor ("Installer"), support, and maintain a new, on-line, real-time Level-Count Automated Parking Guidance System (APGS) functioning in the manner described herein for the parking facility described as the Bellamy Court Garage, located at 1 Bellamy Court, South Lake Tahoe, CA.

B. System to be provided for STJPPFA, hereafter referred to as "Owner", in South Lake Tahoe, CA for an existing, cast in place, post-tensioned, 4-level, above ground parking structure. This structure features two 2-lane entry/exit plazas on the Ground Level and a two-way, parked ramp between each level. The top deck is uncovered and currently has no solar canopy. The system is to provide a level count APGS for this structure and is to drive external Digital Messaging Signs (DMS), as described further below and as shown in Drawings. The level count is to be provided for two zones only – Level 1 and the combined total of Levels 2-4.

C. Work consists of a prime contractor ("Contractor"), along with additional subcontractors as needed, providing:
   1. Provide any necessary information and support to Installer to enable them to prepare the site as needed for new APGS installation, as defined in Drawings.
   2. Furnish all required equipment and software for the new APGS system, and coordinate equipment installation with a separate Installation Contractor ("Installer") including providing all information, documentation and support required for Installer to complete the APGS installation work.
   3. Install all APGS device/server Software as required, and provision, activate, configure, integrate, test, and turnover for production the entire APGS system.
   4. Provide ongoing operational support and service of the new system, including both hardware repair and software support.

D. References in this section to "Contractor" include the Prime Contractor and any Subcontractor performing Work related to the APGS.

E. Identify any clarifications, deficiencies, exceptions or errors in the Specifications or Contract Documents in Contractor proposal. Deficiencies or discrepancies in the Specifications or Contract Documents do not relieve the Contractor of the responsibility to provide a fully functional, reliable APGS as intended by the design. Clarifications and exceptions to the design taken by the Contractor must be clearly stated in the proposal and are subject to Owner approval.

F. System Design Characteristics

   1. Monitor and communicate parking availability as described herein.
   2. Utilize overhead sensors for monitoring occupancy and space availability of the parking levels. **Allowable overhead sensor types include camera-based, ultrasonic, and LIDAR only.**
   3. Embedded magnetic loop sensors are not acceptable and may only be allowed in exceptional circumstances where no other type of overhead sensor can be utilized, with Owner's prior approval.

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4. Furnish, and coordinate with separate Installer the installation of, a real-time parking availability digital sign showing “OPEN”, “FULL”, “CLOSED” (or “CLSD”) or the number of available spaces in the facility as a whole, via a monument DMS designated “DS-1” located near the corner of Heavenly Village Way and Bellamy Court, as shown on Drawings, with communications to this sign via wireless cellular data or hard-wired serial data link.
5. Furnish, and coordinate with separate Installer the installation of, a DMS designated “DS-2” and provide an Owner-controllable feature in the APGS for activating or deactivating a “No Right Turn” illuminated sign to be located at the corner of Heavenly Village Way and Bellamy Court, as shown on Drawings, with communications to this sign via wireless cellular data or hard-wired serial data link.
6. As an Add-Alternate, furnish and coordinate with separate Installer the installation of a monument DMS designated “DS-3” located adjacent to the southern entry lane driveway of the garage, as shown in Drawings. The APGS is to activate this sign when the occupancy of Level 1 of the garage reaches an Owner-configurable percentage (for example, 90% or greater) and deactivate the sign when the occupancy of Level 1 is below that level. Communications to this sign are to be via wireless cellular data or hard-wired serial data link.
7. Provide system intelligence and central control to facilitate management of spaces, real-time reporting and information capabilities to provide:

    a. Occupancy and availability by level.
    b. Occupancy and availability by entire facility.

8. Provide a mobile application for dissemination of parking availability data, and/or provide integration with an Owner-developed mobile app or web page.
9. Provide open APIs for dissemination to third party websites and applications. Such API’s must be open, documented and non-proprietary using industry-standard approaches such as REST or Websocket. Data access via the API is to be available to Owner at no additional charge.
10. Provide all necessary APGS software and hardware required to support and process detection and counting data from sensors and provide real-time APGS information to signage and to other applications listed herein.
11. Provide local and/or cloud-based computer servers with related data storage to provide data reporting, data analytics, historical data storage, user and administrator interfaces, system configuration, and system maintenance.
12. APGS is to operate seamlessly as a complete system. All equipment components are to function in coordination with other components.
13. Coordinate APGS component installation with the geometric circumstances of the specific location where they are installed, i.e. garage clearance, drive aisle widths, line of sight, etc.

G. Future System Expansion

1. Provide an APGS that is readily expandable and upgradeable to accommodate additional parking facilities, nested parking areas, features and configurations. Installed APGS capable of expansions/enhancements listed below:

    a. Add additional sensors, individual space sensors, indicator lights, or DMSs.
    b. Add additional parking facilities.

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c. Interface with additional third-party systems such as mobile applications and external websites that are not already called out in this specification.
d. Additional functionalities (e.g. parking reservations, loyalty programs, dynamic pricing based on location, etc.).

## 1.4 PRICE REQUIREMENTS

A. Price includes the provision of all material, labor, equipment, and services necessary to furnish, coordinate installation with a separate Installer, support, and maintain a fully integrated APGS system as outlined herein.

1. Examine site

a. Identify in writing any constraints or conflicts regarding installation.
b. Include cost, in writing, of rectifying such constraints or conflicts in Price Proposal.

B. Add-Alternates:

1. Provide pricing for Maintenance, Service and Parts Contract after two-year warranty:

a. A separate contract awarded for Maintenance, Service and parts that would commence with expiration of warranty period.
b. Provide detailed descriptions, inclusions and exclusions
c. Provide annual pricing for five (5) years after initial two-year warranty period.

2. As an optional Add-Alternate, Contractor is to propose full matrix, full color LED panel signs or embeddable modules instead of fixed format digit sign modules. See further specifications for this option in Section 2.4.F.
3. As an optional Add-Alternate, Contractor is to provide pricing to furnish and install the “Level 1 Full” sign DS-3 adjacent to the southern entry lane driveway, as per Drawings.

C. Substantial Completion: A certificate of substantial completion is to be provided when the following requirements have been satisfied:

1. All systems, features and communications, have passed the DAT and ODT per Section 3.2 of this document.
2. All spare parts, stock material and manuals are on site and have been approved.
3. All test checklists, documentation and training has been completed.

D. Final Acceptance: Final Acceptance will occur upon substantial and successful completion of all acceptance tests, and upon verification of substantial and successful resolution of all outstanding items on the Punch List.

## 1.5 ADMINISTRATIVE REQUIREMENTS

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A. System Design Review: Conduct SDR meeting within twenty-one (21) days of contract award to review System Design Documents (SDDs) with the Owner's design team and coordinate the infrastructure design. SDDs include the following Proposal Submittals and Informational Submittals:

1. Product Data Submittals.
2. Project Schedule.
3. Training Plan.
4. Testing Plan.

B. Pre-Installation Meeting: Conduct meeting at project site fourteen (14) days in advance of time scheduled for equipment installation to proceed to review requirements and conditions that could interfere with successful APGS implementation. All parties concerned with APGS installation including electrical, communications, or others who are required to coordinate work should attend. Include the Owner or their respective representatives. At a minimum, cover:

1. Required preparatory work.
2. Review installation and implementation schedule.
3. Review testing and acceptance procedures.

## 1.6 PROPOSAL SUBMITTALS

A. Price Proposal Form: Total system cost and per unit cost of each component. Include the cost and type of recommended spare parts to be kept on-site. Contractor must utilize the Price Proposal Form provided by Owner to submit pricing.

B. List manufacturer of each primary component of system.

C. Contractor Information - Provide the following information:
1. Name of company.
2. Brief company overview including a description of the company structure, and a statement on whether the company is a private or public entity
3. Years in business.
4. Number of employees.
5. Annual sales volume.
6. List of key accounts.
7. Name and contact information (address, email and phone number) of Principals and/or Local Contacts.

D. Provide a list of any subcontractors, their business address, and a brief summary of their role in the project.

E. Description of the Contractor's presence in the United States and in the South Lake Tahoe, CA area, including the location of the nearest service center for maintenance and repairs.

F. Manufacturer's Qualifications: Provide documentation:

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1. Company must have been in continuous operations for previous five (5) years, and proposed APGS product must be released in general availability for at least two (2) years prior to the date of this procurement.
2. Similar system and system integration installed in three (3) or more garages of similar size and complexity to Owner's garage. The reference clients must utilize the same model and version of system that is being proposed for Owner. Provide the following for each installation:

    a. Name of project.
    b. Location.
    c. Contact name, telephone number and email address.
    d. Dates of installation and system activation.
    e. Description of equipment and quantities.

G. Service Provider Qualifications: If different than Manufacturer, Provide documentation:

1. Proven ability to provide installation and/or service and support after installation, meeting minimum requirements as specified herein.
2. Continuously worked with equipment manufacturer, including providing installations and/or service, for minimum of three (3) years.
3. Approved in writing by manufacturer.
4. Documentation of manufacturer's installation and/or service training within previous two (2) years.
5. Similar system and system integration installed in three (3) or more garages of similar size and complexity to Owner's garage. The reference clients must utilize the same model and version of system that is being proposed for Owner. Provide the following for each installation:

    a. Name of project.
    b. Location.
    c. Contact name, telephone number and email address.
    d. Dates of installation and system activation.
    e. Description of equipment and quantities.

6. Manufacturer approved service center located within four (4) hour's drive of installation.

H. List of sub-contractors, identifying nature of work performed.

I. Warranty:

1. Submit copy of warranty (per Section 1.13 of this document) and explanation of any instances which may impact warranty coverage.
2. Submit RMA procedures.

J. Project Approach – Submit the following:

1. Executive summary of proposed APGS system, as described in the RFP documents, including any unique APGS features and functionalities that enhance customer service and facilitate greater operational efficiencies.

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2. A specific system design and layout diagram, super-imposed on top of the provided Drawings, showing the locations, layout and interconnection mechanism of all vendor hardware components.

3. Description of the Contractor's approach for post-installation client customer service.

4. Project schedule based on the anticipated project milestones. Detail the Contractor's plan for design, installation, implementation, training, and testing including the following:

    a. Milestone dates clearly identified.
    b. Task and subtask start and completion dates.
    c. Narrative description of phasing for each area of work including installation of field devices and performance of acceptance testing.
    d. Training schedule relative to system activation.

K. Product Data Submittals – submit the following:

1. Sample photos, sketches, diagrams, or other graphics that are representative of the products that are to be provided for the APGS.
2. Cut sheets including equipment dimensions; power and load requirements; communication requirements; operating temperature range; and any NEMA or IP rating for the following APGS equipment:

    a. Vehicle Detectors/Sensors
    b. APGS power/control cabinets
    c. APGS Headend Server(s) and associated workstations or display screens
    d. DMS's
    e. UPS's

3. Software application and version(s).
4. Standard report samples including screenshots.
5. APGS GUI screenshots.
6. Sample screenshots or other graphics that are representative of the mobile application that is provided for the APGS, and/or a description of the method of integration of the APGS with an Owner-supplied mobile app.
7. Schematic diagram showing communication between head end equipment, APGS components, and interconnection with Owner network.
8. Description of any offsite or cloud-based components of the system and the methods by which the on-site equipment and software communicates with the offsite/cloud-based components. This must include a description of the communications and networking methods required to integrate the onsite and offsite components, who provides the associated communications network (Owner, Contractor, or a combination), and any costs associated with this communications network.

L. Price proposal with total APGS cost and unit cost of each component along with add/alternate items, using Price Form provided by Owner.

M. List of manufacturer-recommended spare parts specific to this installation, including:

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1. Part name.
2. Part number.
3. Unit price.
4. Proposed quantity.
5. Total Cost.

N. Exceptions and Substitutions:

1. Exceptions: Provide an all-inclusive list of any and all exceptions taken to any part or parts of these Specifications or the Contract Documents, including substitutions.
2. Substitutions: It is recognized that there are variations in equipment between manufacturers. Where functional performance features or quality of system varies materially from that specified, identify substitution being proposed. Include catalog sheets, brochures, and/or technical specifications of the proposed substitution.
3. **Utilize only the provided Specification Compliance Form to describe any exceptions or substitutions**.

## 1.7 INFORMATIONAL AND CLOSEOUT SUBMITTALS

A. All submittal approvals, comments and rejections are to be returned to the Contractor by the Owner's designated representative with requests for resubmittal as appropriate. Resubmit as required until submittal is approved by the Owner's designated representative.

B. Submittals include:

1. Shop Drawings to be submitted within 21 calendar days of contract award:

    a. Dimensioned Construction Drawings showing plans, elevations, sections and details indicating coordination and relationships with other construction.
    b. DMS Design/Shop drawings and technical specifications, including power and network specifications, weight, intrusion protection (IP) rating, encasement design and color, LED display area design and colors, method of varying LED intensity based on ambient light, and details on the proposed mounting approach including legs/pedestals, other mounting assemblies, and required concrete footings.
        1) Encasement color of DMS is to be coordinated with Owner; a custom color to match other Owner signs will be required as specified in Drawings
    c. Mounting details for Vehicle Detectors/Sensors.
    d. Wiring diagrams detailing wiring requirements for power, communication, and control systems.
    e. Proposed locations for electrical and communications connection points and pathways including riser diagram, network access points, and head end server location(s).
    f. Specific pictorial and graphic descriptions of any connections required to an external network or cloud, and who provide each associated networking component or network service.

2. Testing Plan to be submitted as part of the SDR meeting, per Section 3.2.

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3. Phasing Plan: Incorporate Owner comments to the Transition Plan, Training Plan, and Testing Plan received during the SDR and submit a detailed Phasing Plan 30 days prior to installation to include:

    a. Revised schedule with milestone dates clearly identified, task start and completion dates, lane-by-lane installation dates, training dates, and testing dates.
    b. Description of phasing to install field devices and perform DAT.

4. APGS Manuals to be submitted 14 days prior to commencement of testing, per section 3.3.
5. As-Built Documentation: Submit as-built documentation of all systems and components installed as part of the APGS. As-built documents include updated Construction Drawings depicting the actual installed conditions of all equipment and cabling components. In addition, as-built documentation includes configuration settings of each system upon the completion of any acceptance test. Update the most recent as-built documentation submitted as further changes occur in the field or as a result of a patch or upgrade to an installed system throughout installation warranty, and post-warranty maintenance periods.
6. Provide a list of all TCP/IP devices with each device's IP address and installation location. Indicate if TCP/IP addresses need to be statically or dynamically assigned. Specify if the networking aspects of the APGS system require one of the following, or if the APGS can support multiple of these options: (a) a dedicated, isolated non-TCP/IP network, (b) a dedicated, isolated TCP/IP network (non-VLAN), (c) an Owner-provided TCP/IP Virtual LAN (VLAN), (c) can run on a public TCP/IP LAN.
7. If the APGS system requires a connection to the public internet and for the required wireless connection to the DMS's via a cellular connection, specify the details of this connection, who provides each component, and what the associated costs are. If a cellular modem is required, specify the cellular provider the Contractor plans to use, what level of cellular data service is to be used (4G, LTE, 5G), and provide a signal survey to ensure adequate cellular signal strength is available to the APGS. Contractor is expected to do all required cellular signal strength measurements and determine ideal modem and/or antenna placement. Owner has no responsibility to ensure adequate cellular signal strength. **Contractor is to include the cost of all cellular data components and ongoing monthly/annual cellular data service in their price quotation.**

## 1.8 MAINTENANCE MATERIAL SUBMITTALS

A. Spare Parts: Deliver spare parts per the approved spare parts list, complete and ready to use, prior to commencement of testing and maintain inventory of spare components at this level as components are used during warranty period.

1. The proposed spare parts list is subject to the approval of the Owner, and the Owner reserves the right to modify the spare parts inventory throughout the term of the Contract.
2. Owner is to provide a storage location of the spare parts, exact location to be identified by the Owner. Contractor to have access to the spare parts inventory

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and is responsible for ordering replacement components or parts during the implementation and warranty period as components or parts are used.

3. All equipment and parts to be newly manufactured and never installed in any other operational system other than for factory test purposes.
4. Provide an itemized list of manufacturer's part numbers, model numbers, pricing, supplier's address, supplier's telephone numbers, and any single source components when delivered to the project site.
5. Provide a monitoring tool for tracking the inventory and usage of spare parts.

B. Equipment Keys and other Special Tools

1. Provide two (2) sets of keys for each unit of equipment with locks plus two (2) sets of universal keys.
2. If any special tool or accessory (for example, a remote control) is required to perform any function on the APGS during the normal course of business and/or maintenance, provide three of these tools.

## 1.9 QUALITY ASSURANCE

A. All APGS components and installation to comply with all laws, ordinances, codes, rules, and regulations of public authorities having jurisdiction over this part of the work. It is the responsibility of the Contractor to meet these and all other current technical, performance, and safety standards that are applicable to all components and to the entire system, even when not specifically referenced.

B. Open-architecture system where all interfaces (hardware and software) conform to national and International Organization for Standardization (ISO) standards.

C. All materials and equipment listed, labeled or certified by a nationally recognized testing laboratory to meet Underwriters Laboratories, Inc. (UL) standards, where test standards have been established.

1. Equipment and materials which are not covered by UL Standards may be considered provided equipment and material is listed, labeled, certified or otherwise determined to meet safety requirements of a nationally recognized testing laboratory.
2. Equipment of a class for which no nationally recognized testing laboratory accepts, certifies, lists, labels, or determines to be safe, can be considered if inspected or tested in accordance with national industrial standards, such as NEMA, or ANSI. Evidence of compliance includes certified test reports and definitive product data.

D. Equipment housings, conduits, and junction boxes exposed to weather (i.e. any location not in a conditioned environment) is to meet or exceed NEMA 4X or IP65 standards to be moisture-proof and provide sufficient protection so that the components continue to function without moisture, dust, particle, heat, or cold-related interruption. Components that do not meet NEMA 4X or IP65 standards or better may be considered if implemented with supplemental environmental controls to sufficiently protect equipment.

## 1.10 DELIVERY, STORAGE AND HANDLING

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A. Prior to shipment of any equipment, a Factory Acceptance Test process must be completed and documented by Contractor, and the certificates of FAT completion reviewed and approved by Owner and Installer, in accordance with the description in Section 2.6 below.

B. Contractor is responsible for insuring all shipped items. Any items damaged during shipping are to be replaced and shipped to the project site, by expedited means if requested, at no additional cost to the Owner.

C. Owner, at their sole discretion, may agree to provide a designated storage/staging area of no more than 100 square feet of floor space for equipment that has not been installed. Location to be determined after contract award. Contractor should assume in their proposal that no storage area will be provided. If a storage area is provided, Installer is responsible for securing that storage area with a suitable lock.

D. Deliver equipment to Installer or project site in manufacturer's original containers to prevent damage and marked for easy identification.

E. Once equipment has been delivered either to the Installer or to the project site, it is the Installer's responsibility to protect the equipment from theft and damage until final acceptance and to insure the stored equipment against risk of loss and damage. Installer is to replace any lost or damaged equipment at no additional cost to the Owner.

F. Installer is to receive all equipment at deliver site or project site. Owner is not to receive, unload, or otherwise participate in delivery of equipment.

## 1.11 PROJECT/SITE CONDITIONS

A. Provide a system that is not affected by temperature, rain, snow, wind, or other weather conditions typical to the South Lake Tahoe, CA area. An operating temperature range of -22F to +120F is to be supported by all hardware components that are not in a climate-controlled environment.

B. Provide a system such that environmental conditions inside the APGS equipment enclosures do not cause failure of the installed electronics.

C. Provide a system such that electrostatic and electromagnetic forces within the environment, e.g., non-direct lightning strikes, or other types of power interference have no effect upon the integrity or operation of the APGS.

1. Provide solution for preventing power interference for Owner approval prior to implementation.
2. Provide lightning protection through surge arrestors or earthen ground rods or a combination thereof for the APGS. Determine, based upon the APGS manufacturer's system requirements, the appropriate lightning protection method to use for the location where the equipment is installed.
3. Provide equipment that is UL-approved for use as part of an overall labeled lightning protection system and marked in accordance with UL procedures.

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## 1.12 PROJECT SEQUENCING

A. Propose sequencing in the Project Schedule that achieves full implementation and acceptance of the APGS in accordance with the Owner provided milestone dates and Contract Documents.

## 1.13 WARRANTY

A. General: Equipment and installation (100% parts and labor) for two (2) years from date of final acceptance by Owner or Owner's Representative. System maintained and serviced against any and all malfunctions due to manufacturing or installation defects at no cost to Owner during warranty period, including preventive maintenance per manufacturer's recommendations or as necessary to keep equipment in good working order. Software support provided during warranty period to include all software upgrades at no additional cost to Owner.

1. Warranty period commences after Contractor has demonstrated satisfactory performance as specified in the Acceptance Testing Plan.
2. Maintain a log of all maintenance, preventive maintenance and repair work performed under warranty and provide to Owner or Owner's Representative at end of warranty period.

B. Warranty response period:

1. Monday through Friday, 8:00 am to 5:00 pm Pacific Time excluding holidays.
2. Response time from initiation of trouble call to on-site response by qualified service technician

    a. Immediate telephone support available from 8:00 am – 5:00 pm Monday-Friday Pacific Time.
    b. Same-day on-site technical support if requested by 10:00 AM Monday-Friday.
    c. Next-day on-site technical support no-later than 10:00 AM the following day if requested between 10:00 AM and 3:00 pm Monday-Thursday.
    d. Next-day on-site technical support no later than 12 noon if requested after 3:00 pm Monday-Thursday.
    e. Monday technical support no-later than 10:00 am if requested on Friday after 3:00 pm.
    f. Monday technical support no-later than 12:00 noon if requested on Saturday or Sunday.

C. If Contractor is not available for above response, Owner or Owner's Representative may affect repairs with no impact on warranty. Pre-qualify appropriate Owner or Owner's Representative to perform repairs and identify types of repair each trained individual is qualified to perform after training of Owner personnel.

D. Replace items taken from spare parts inventory during warranty period at no additional cost to Owner.

E. Preventative Maintenance Service during the Warranty Period:

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1. Provide preventative maintenance services for all systems throughout the warranty period. Preventative maintenance procedures and frequencies are defined within the Manufacturer's recommended maintenance procedures manual submitted with the APGS Proposal as modified and accepted by the Owner.
2. Preventative maintenance services include but are not limited to inspection, testing, necessary adjustment, alignments, calibration, parts cleaning, camera lens cleaning, communication system maintenance, server administration and database administration of the APGS hardware and software provided as part of this project by the Contractor.
3. Perform all preventative maintenance at non-peak periods during regular business hours.

F. Emergency Maintenance Service during the Warranty Period:

1. Emergency Maintenance Service includes both on-site service and remote service support.
2. Provide three (3) methods of notification to be used for emergency contact information (ex: telephone, email, SMS text message). Acknowledge receipt of any emergency service request within 30 minutes of notification by the Owner.
3. During normal business hours (9:00 am to 5:00 pm Pacific Time Monday through Friday), Contractor to begin remote (or on-site) emergency repair service within four (4) hours of the initial emergency service request by the Owner. If request is made after normal retail business hours the emergency repair to begin by 10:00 am Pacific Time the following weekday. When remote service is insufficient to resolve the issue and on-site service is needed, up to 24-hours is permitted to begin on-site repairs.
4. Resolution of the situation within three (3) business days after notification is required in all situations. A temporary solution is acceptable in the event replacement parts are not available in inventory.
5. Factors beyond the control of the Contractor, such as unexpected delays in parts, accidents, severe weather, to be thoroughly documented and reported to the Owner the next business day.

G. Software Support during the Warranty Period:

1. Make available to the Owner normal software improvement releases (updates) as they become available at no additional cost to the Owner. This includes both system software components and any firmware in system components such as sensors, cameras, routers, etc.
2. Provide all software/firmware patches and updates free of charge during the warranty period; however, the Owner has right of refusal.
3. Seven (7) calendar days prior to all software modifications, patches, updates, and upgrades, provide accurate and complete documentation that describes:

    a. Patch/update release designation.
    b. Proposed date and time of implementation.
    c. Detailed description of what the patch/update accomplishes.
    d. Test plan that shows the change has been successfully tested and has passed internal unit, end-to-end testing.
    e. Full disaster recovery procedures that return the system to its pre-patch/update condition

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4. Provide operating system support and database administration services including adherence to the recommended operating system patches and updates as they are made commercially available by the operating system developer. This requirement applies whether the OS and database are hosted on-site or off-site (cloud).
5. Coordinate the testing and implementation of all patches and updates with the Owner.
6. Support upgrades to the APGS application based on operating system patch and upgrade requirements. For example, if the APGS runs on a Microsoft operating system, the software can be patched according to the Microsoft patch and upgrade schedule without breaking any application. If Microsoft decommissions an operating system, the Contractor must be capable of releasing code compatible with next operating system upgrade prior to Microsoft ending support for current operating system. This requirement applies whether the OS and database are hosted on-site or off-site (cloud).
7. If at any time the Contractor ceases to do business or ceases to make their APGS software product commercially available, the Owner assumes full ownership of the APGS software. Thirty days prior to ceasing to do business, the Contractor is to provide the most current version of the APGS software source code to the Owner.
8. Provide corrective patches and upgrades within 30 days in the event security vulnerability or system availability issues are discovered.

## PART 2 - PRODUCTS

### 2.1 SOFTWARE

A. Provide all software and software licensing required by the system. To the greatest extent possible, use proven, off-the-shelf software (i.e. software already manufactured and available for delivery).

B. Deliver original CD-ROMs, DVDs, or other form of software e-delivery and software documentation to the Owner prior to system acceptance testing.

C. Provide any necessary perpetual licenses and/or authorization for all software used by the Owner.

D. If any of the software is cloud-based and provided on a Software as a Service (SaaS) basis, Contractor is to document in the Proposal their SaaS licensing terms and conditions, and the options and costs for a multi-year license for terms ranging from 2 (two) up to 10 (ten) years in length. Furthermore, if any component of the system is cloud-based and provided on a SaaS basis, Contractor is to describe in their Proposal what occurs in terms of system and feature functionality if Owner chooses not to renew SaaS-based licensing. If SaaS licensing is not renewed, the system must at minimum continue to operate, accurately count vehicles locally, and display availability counts on DMS signs.

E. Provide a site license to the Owner, meaning usage of the license is unrestricted, regardless of the physical locations where the software may be used as part of this contract.

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F. Operating System Platform

1. Operating system software consisting of software to support system setup, system operation, routine hard drive backups, diagnostics, and other maintenance routines.
2. Upgrade the APGS application to operate on the most current operating system upon commercial release of a new operating system version. Upon completion of successful Contractor testing, recommend implementation of the patch. Implementation subject to the Owner's approval.

G. APGS Application Software

1. Provide an APGS solution with configurable groups and roles that govern individual access to the system. The assignment of a group/role controls access to the various modules of the APGS, and if the access is update or view only.
2. Install and configure all application software and firmware required by the APGS with all software licenses registered to the Owner.
3. Provide application software with the following features and functionalities:

    a. Ability to collect, display and report all APGS-related data as outlined in this Specification.
    b. Browser-based – Provide APGS software that is browser-based and web-browser enabled, i.e. the APGS software is accessible by an authorized user through an internet browser of any web-enabled computer or mobile device. Users should not need a client version of the software installed on their workstation or mobile device to access the application.
    c. APGS application software to utilize a Graphical User Interface (GUI) that is intuitive and user friendly. Provide a GUI with the following features, at a minimum:

        1) Display of the parking facility with real-time occupancy and availability, including floor maps and occupancy graphically indicated.
        2) Access for authorized users to modify system configurations including:

            a) Manual adjustments to counts and capacities based on Owner defined areas within the parking facilities.
            b) Manual override of signs.

        3) Access to view, print, and export all reports (Microsoft Excel and Adobe PDF, at a minimum).

    d. Provide role-based access control using POLP for all system functions including system administration and security administration.
    e. Access rights to the system for Owner personnel and others are to be defined during implementation.
    f. Automatically detect and report fault conditions – The system performs a self-check on a routine basis and provides notification for fault conditions and equipment failure. Fault conditions are categorized by severity and the system displays alarm notification on the system GUI as well as provides automatic notification to designated Owner personnel via email and or text

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message for any individual fault condition, category of fault, or Owner-selected group of faults.

g. Provide reporting as outlined in the Reports section.

h. Utilize industry standard Application Programming Interface (API) to allow simple interface with other third-party applications. Such API's must be open, documented and non-proprietary using industry-standard approaches such as REST or Websocket. Data access via the API by Owner is to be available at no additional charge.

i. Provide remote monitoring of all field devices, e.g., Vehicle Detectors/Sensors, DMS, etc.

4. Identify in the proposal the version of APGS software that is used.

H. APGS Mobile Application

1. Develop, implement, and support a customized, public-facing mobile application for disseminating APGS-related data and information, or integrate with an Owner-provided app.
2. Coordinate with Owner during development of graphics and messages.
3. At a minimum the mobile application to include the following features:

a. Indicate real-time parking availability for the entire facility.

b. Indicate real-time parking availability for each level (Level 1 and combined Levels 2-4).

I. Reports

1. Monitor and record parking activity and generate activity reports.
2. All reports are available online and on demand for Owner personnel who have proper password access.
3. Compile the APGS stream of data in an ODBC-compliant database. Provide the Owner the ability to prepare custom, exportable reports using the APGS data including Microsoft Excel™, at a minimum, via a comma-separated-value file format.
4. Provide the Contractor's APGS standard reports including report descriptions, selectable data fields, and report layouts for all standard reports. Contractor to submit standard reports for Owner review.
5. Coordinate with the Owner as required during the system design to address the specific reporting needs of the Owner. At a minimum, reports provided to include:

a. Statistical utilization reports by garage as a whole and by level and zone:

1) Hourly.
2) Daily.
3) Weekly.
4) Monthly.
5) Annually.
6) Life-to-Date since original system activation.

b. Exception Reports

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1) Vehicle Detector failures.
2) Loss of communication, either to on-site components or to offsite systems/cloud.

6. Prepare up to five (5) custom reports as defined by Owner requirements. Owner and Contractor to coordinate report design and finalize custom reports prior to the expiration of the warranty period.

J. Third Party Software

1. Identify all third-party software packages in the Contractor's proposal.
2. Provide the latest available version, at the time of implementation, of all third-party software provided.
3. Purchase software maintenance for all third-party software naming the Owner as the software owner and contact. All third-party software maintenance agreements are to remain valid throughout the duration of the warranty period and are to be extended on an annual basis during post-warranty maintenance period, if post-warranty maintenance is selected by the Owner.

## 2.2 POWER

A. Power conduit and cabling necessary to support the APGS equipment and signage will be provided by Installer, as shown on the Drawings. Contractor is to coordinate with the Installer to ensure proper power is provided to the locations for all APGS equipment and signage. Alert Owner, Engineer of Record, and Installer of any different or additional requirements required by the APGS.
1. DMS may utilize either 120VAC or 12-24VDC for power. Contractor is to recommend the most appropriate approach in their design based on signage power requirements and distance from the garage.
2. Provide APGS components that are powered via hardwired connections. Solar power or batteries are not desirable as primary power sources and will only be considered if no reasonable alternative can be found for hard-wired power.

B. Specify to the Installer any power conditioning that is required for the proper operation of the system.

C. Configure all field component power connectivity design such that no single point of failure of a device causes an operational failure of surrounding devices.

## 2.3 COMMUNICATION

A. Communication conduit and pull cords necessary to support the APGS will be provided by Installer, as shown in Drawings. Owner is to provide network demarcation point to allow APGS to connect to Owner's enterprise network and to/from the public internet. If Owner is unable provide network demarcation points for connection to Owner's enterprise network, Contractor is to propose, furnish and install a cellular wireless gateway and required monthly cellular data service installed at a location mutually agreed between Owner and Contractor.

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B. Contractor to provide necessary ports or serial connection to send data and/or control signals to all Digital Messaging Signs (DMS). All DMS's in this system are located remotely from the garage, and contractor is to determine and state in their proposal whether data/control signals will be sent over hard wires or via cellular data connection. Owner prefers hard-wired connections both for reliability and in order to avoid recurring cellular data charges.

C. Design all field component communications such that no single point of failure of a device causes an operational failure of surrounding devices.

D. Cable certification tests in accordance with IEEE/ANSI standards are to be specified and described by Contractor and instructions for such tests to be provided to Installer. All APGS cabling must be verified to "pass" on all Installer-installed communications cables after installation and termination with suitable connectors, using suitable cable testing equipment that is capable of verifying cable length, correct termination, continuity, and signal quality (loss, jitter, etc.). Electronic versions of these test results are to be made available to Owner upon completion of testing.

## 2.4 EQUIPMENT AND SUBSYSTEMS

A. General

1. Provide newly manufactured equipment and associated materials utilized in the APGS. Installation of used or refurbished equipment is prohibited.
2. Provide fully interchangeable components without the requirement for physical modification for all equipment performing a like function and of the same part number.
3. Provide APGS configuration with device autonomy such that no single point of failure of a device causes an operational failure of surrounding devices. Equipment at a single location that fails causing a shutdown of that device should not affect the operational status or functionality of any other device.

B. Application and Data Servers

1. Provide and install APGS server(s) in locations specified on the Drawings; or identify alternate proposed locations, which are to be reviewed and approved by Owner; or specify if certain portions of the APGS run offsite hosted or in the cloud.
2. Utilize TCP/IP for APGS data communication both within the system and externally.
3. Provide stand-alone operations (distributed system with intelligent devices) as well as centralized management of the APGS.
4. The APGS servers to contain all APGS database software that is associated with occupancy statistics and designated reports.
5. Fully install and configure the application software on the servers with all required system software licenses registered to the Owner.
6. If the APGS servers reside inside or on the Owner's network, the APGS servers are to have secured access. The Owner's network administrator based upon a "need to know" decision is to establish an appropriate user-level password system. The Owner is to have complete ability to add to, delete from, or revise the passwords that are established by the network administrator. The password

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system to include the provision of logging the event and user's name each time a password is used to gain access to or within the APGS.

7. If some or all of the APGS servers reside outside the Owner's network, Contractor is to identify, document, and gain Owner's approval on a mechanism to ensure that Owner has secure, complete, unrestricted access to the servers in the same manner as specified in item 2.4.B.6 above for on-site servers. In such a configuration, there are to be no restrictions on Owner's capability to establish or change passwords, access levels, etc. as specified above.
8. Provide an appropriate mechanism to limit access to the servers and the accompanying data. The security functions provided by the system to include but is not limited to:

    a. All changes/updates to the server system require prior authorization from the Owner.
    b. Where the change and/or update is authorized, an audit trail and report are created including the following:

        1) Date/time of change.
        2) Record of change made.
        3) Username of individual making the change.
        4) Record of data modified or changed (prior to change).
        5) File identities and record count.

9. Sufficiently configure the Database Servers such that the following features and functionalities are attainable:

    a. Maintain at least five (5) years of on-line data of all APGS data. Data is readily accessible without any delay in processing and at no additional cost.
    b. Long Term Storage Media – Ability to archive all summary data in accordance with Owner's data retention policy with simple retrieval capability, and at no additional cost.

10. All APGS occupancy data is considered to be the sole intellectual property of the Owner. Usage of this data by Contractor or by the APGS vendor for any purpose other than to support, test or repair Owner's system requires prior written authorization from Owner. If such data is stored offsite or in the cloud under a term-based SaaS mechanism and Owner decides not to renew the SaaS agreement, Contractor is to send all APGS data gathered over the lifetime of the system (i.e. from system activation date through the SaaS agreement termination date) to the Owner in an Excel format and is to subsequently delete such data from any offsite servers or cloud instances.

C. APGS Workstations and Mobile Devices

1. Ability for any web-enabled workstation or mobile device to access the APGS based on access rights of the user.

D. Level Detection Sensors

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1. Isolate and count the occupancy and availability of each of the parking areas (Level 1 and combined total of Levels 2-4) as well as the total structure, at locations identified in the Drawings.
2. A critical element of the APGS is accurate detection of vehicles. **Overhead camera detection, overhead ultrasonic detection, or overhead LIDAR detection are acceptable, if they meet the accuracy definitions in this Specification. No other sensor/detector types are permissible.**
3. Contractor is to identify and document in their Proposal the form and cost of any delineation or other vehicle route control required to achieve the accuracy goals stated below. This documentation also must indicate if any (and, if so, how many) parking spaces are lost due to delineation or similar approaches by indicating this on a marked-up striping plan.
4. For overhead mounted sensors:

    a. Mount the detection devices overhead to cover the counting points as shown on the Drawings.
    b. Maintain a minimum clearance 2” greater than the minimum clearance of the parking structure.

5. Include directional logic to identify the travel direction of a vehicle and correctly count the vehicles.
6. Sensor calibration:

    a. Automatically initiate self-calibration upon power up or reboot
    b. Manually initiated self-calibration via push button on the sensor
    c. Manually initiated self-calibration via remote connection from a web-enabled workstation or mobile device. Workstation or mobile device are to be capable of initiating an individual sensor, elected group of sensors, or all networked sensors to recalibrate via the FMS.

7. Sensor detection unaffected by:

    a. Vehicles parked in adjacent spaces.

    b. Detection signals of adjacent sensors.
    c. Changes in ambient lighting conditions including direct sunlight as well as complete darkness.
    d. Vehicle color.
    e. Surface color variations such as oil stains, painted surfaces, etc.
    f. Vehicle speeds up to 25 miles per hour.
    g. Blowing rain, snow, hail or other weather conditions.

8. Detect vehicles in the intended manner with 99% accuracy, as defined in section 2.5B below.
9. Continue to operate when the sensor goes into an offline condition. All activity occurring while the sensor is offline is to be locally stored and uploaded to the APGS server up restoration of communication.
10. Powered via a hardwired connection utilizing readily available, commercially common, wire and cable. Preferably, sensors are to be powered on the same conductors as the data.

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11. For camera-based APGS systems: Contractor is to describe in their Proposal how video captured for counting purposes is processed and stored, whether and where this counting video is retained and available for viewing by Owner, and whether there is any additional charge for access to this video. For clarity, Owner does not necessarily plan to access this video but needs to know if it is being retained and available if desired.

E. Uninterruptible Power Supplies

1. Provide conditioned/emergency power through UPS units for the APGS server and the vehicle detectors/sensors to protect these devices from loss of power, power spikes, and power sags and to enable the system to keep counting during a temporary power outage. UPS coverage of the DMS's is not required.
2. UPS battery back-up sized to run APGS server and vehicle detectors/sensors without degradation in performance for a minimum of 30 minutes.
3. Provide an on-line, solid-state UPS for both backup power and transient surge protection.
4. The Owner to review and approve the UPS units to be provided by the Contractor.
5. Properly size the UPS with 50% spare capacity and facilitate 30% expanded load with an 80% continuous load factor.
6. Test all UPS system components during the DATs.
7. Submit the manufacturer's recommended UPS battery refresh cycle.

F. Digital Messaging Signs (DMS)

1. Furnish and coordinate with Installer the installation of a monument DMS known as DS-1 near the corner of Heavenly Village Way and Bellamy Court, as shown on Drawings. This DMS is to display real-time parking availability as "OPEN", "FULL", "CLOSED" (or "CLSD") or the number of available spaces in the facility as a whole with communications to this sign via hard-wired connection or wireless cellular data.
2. Provide and coordinate with Installer the installation of a DMS known as DS-2 which provides an Owner-controllable feature in the APGS for activating or deactivating this "No Right Turn" illuminated sign, DS-2 is to be located at the corner of Heavenly Village Way and Bellamy Court, as shown on Drawings, with communications to this sign via hard-wired connection or wireless cellular data.
3. As an Add-Alternate, provide, coordinate with Installer the installation of, and control a monument DMS known as DS-3 located adjacent to the entry lane of the southern entry/exit plaza of the garage, as shown in Drawings. The APGS is to activate this sign when the occupancy of Level 1 of the garage reaches an Owner-configurable percentage (for example, 90% or greater) and deactivate the sign when the occupancy of Level 1 is below that level. Communications to this sign are to be via hard-wired connection only. The messaging on the sign should be via illuminated LEDs but will have fixed message content and only red/green colors. This sign will either display the fixed message or be off (dark).
4. Include all necessary sign housings with static graphics, mounting hardware, and communication equipment.
5. Enclosures for the new DMS's specified in this section are to be provided by the Contractor and all design elements including but not limited to static text, graphics, and colors are to be coordinated with the Owner.
6. Utilize red/green LED sign modules in all DMS which can create at least 7" character height on the Facility Count DMS. The Add-Alternate "Level 1 Full" DMS

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must have a minimum character height of 5” but can be in a single color, color to chosen by Owner

7. As an optional Add-Alternate, Contractor may propose full matrix, full color LED panel signs instead of drop-in/embeddable sign modules. In such case, the full matrix, full color LED panel signs must meet all other Specifications in this document and in the Drawings and must have a LED pitch of 8mm or less.
8. Propose proper sign matrix size to fit within the geometric circumstances of each installation location.
9. Provide user configurable settings to display total available spaces on the DS-1 DMS in normally green numbers, “OPEN” in normally green letters, and “FULL” or “CLOSED” (or “CLSd”) in normally red letters.
10. Provide functionality for APGS software to control the message that is displayed on DS-1 and automatically update the respective number of available spaces displayed or “OPEN”/”FULL”/”CLOSED” (or “CLSd”) status based on user configurable thresholds.
11. Provide functionality for authorized users to override the automated messages through the APGS GUI including the status displayed and to change the predetermined occupancy number that triggers a change from one status to another displayed status.
12. Provide a built-in light sensor for DS-1 and DS-3 that automatically adjusts the LED brightness in changing lighting conditions to ensure DMS is legible in all ambient lighting conditions ranging from direct sunlight to complete darkness.
13. Signs must reflect changes in actual vehicle count within 3 (three) seconds maximum of the time of occurrence of each event which changes the count of any level, zone, or facility.
14. In the event of a loss of communication, sign displays are to go blank or display dashes or another symbol indicating that the sign is out of order. Signs are not to continue to display inaccurate counts while offline. Upon re-establishment of communication, signs are to automatically update and display the current occupancy.

## 2.5 EQUIPMENT AND SUBSYSTEM PERFORMANCE STANDARDS

A. The system is to perform accurate summation of available and occupied parking spaces:

1. By level.
2. By facility.

B. APGS Performance

1. The count signals are to be received within one second from the event.
2. The FMS GUI display and dynamic signage displays are to be updated by the APGS every three seconds by default. This frequency is to be user configurable to be lower or higher than three seconds.
3. The APGS is to count vehicles that pass through the vehicle detectors in a valid vehicle movement with 99% or greater accuracy. “Vehicles” in this context are defined as autos, trucks, and motorcycles of any size or type. Invalid counts include vehicles or other objects that enter detection zones in a manner that defeats the intent of the system. For example, invalid counts can be generated by

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pedestrians, carts, bicycles and various other foreign objects that enter the detection zones, or by vehicles that skirt the defined detection zones.

4. If the proposed camera-based, ultrasonic, or LIDAR counting system offers the ability to separately detect and eliminate counting of extraneous objects such as pedestrians and bicycles, Contractor is to explain this functionality and demonstrate during the testing phases its effectiveness in increasing accuracy.
5. During acceptance testing, each detection zone is to count vehicle movements with 99% or greater accuracy over the testing period. The minimum number of vehicle counts to establish passing test criteria during a single Device Acceptance Test is to be determined prior to system testing with approval from the Owner.
6. The entire APGS, including the available spaces displayed to the patrons on APGS signage, is to maintain 99% accuracy over a 24-hour period for each zone, level and facility as a whole regardless of traffic volume over a 24-hour period. All accuracy tests are to be conducted during 24-hour periods that include typical and peak parking demand during normal business hours of Owner's parking facility. The accuracy is to be calculated by taking the difference between a real-time physical inventory and the occupancy reported by the APGS and dividing it by the capacity for the respective zone, level and facility.
7. The APGS accuracy for all zones, levels and facility is also to be assessed over the 30-day ODT period. From the beginning to the end of the 30-day ODT period, the APGS system are to retain an accuracy of 85% or greater without any system count manual resets or adjustments being performed.
8. Record count signals in the APGS database within two seconds from the count event.
9. Update the APGS GUI display and DMS every three seconds. This frequency is to be user configurable to less or more than three seconds.
10. At any given point in time, no variance is allowed between the counts shown on DMS, the counts shown in the APGS GUI, and the counts recorded in the APGS database.
11. A feature to allow automatic occupancy count resets to zero (i.e. allowing the system to assume that there is an empty facility, level or zone) at a preset daily time (e.g. middle of the night) is permissible to offer. However, it is not to be activated by default, is to only be activated with Owner's permission, and is never to be activated during accuracy testing.

## 2.6 SOURCE QUALITY CONTROL

A. Factory Acceptance Test (FAT)

1. Due to the separation of the "furnish equipment and software" and "provide installation" portions of the scope for this project, it is required that adequate documentation of the proper functioning of the equipment in its complete, originally manufactured state be conducted by the Contractor prior to delivery of equipment to the project site. Such testing, known as a Factory Acceptance Test (FAT), is meant to ensure that all equipment is known and demonstrated to be working correctly via a documented FAT procedure and a certificate of completion of FAT is provided to the Owner and Installer prior to handoff of the equipment to the Installer.

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2. All equipment is to have successfully passed formal manufacturing FATs and quality assurance inspections to validate compliance with these functional specifications prior to shipment to the project site.
3. Records for formal internal Contractor FAT and inspection for performance, materials quality and/or workmanship are to be produced by the Contractor and sent as formal project submittals to Owner and Installer for review **prior** to shipment of equipment to the project site. Equipment is not to be released for shipment until Owner and Installer have approved the FAT submittals.
4. Contractor is also to have readily available proof of product reliability analysis and testing should reliability become a problem at any time from the beginning of installation testing through the final operational test period.

## PART 3 - EXECUTION

### 3.1 INSTALLATION AND COORDINATION

A. Review contract documents and specifications to be certain that all functional requirements can be achieved with equipment to be supplied.

B. Coordinate with the Owner's design team on the design of infrastructure modifications necessary for the APGS and on the design and installation of all pre-embedded conduit, junction boxes, etc. as specified earlier in this document.

C. Attend construction meetings, provide schedules as requested, and schedule fieldwork to be coordinated with facility operations.

D. Distribute to the Installer within 30 days after award of contract all installation diagrams, installation instructions, details, shop drawings, riser diagrams, and templates required to provide Installer the necessary information for installing, setting, anchoring and/or mounting, and connecting all APGS equipment including but not limited to any required sensors, field control cabinets, digital signs, signage controllers or communication devices, servers, network switches, etc.

E. Provide support remotely and on-site as needed to the Installer during the installation period to ensure they properly install the MSM equipment.

F. Run all initial diagnostics and system testing programs necessary to provide a complete working system.

G. Any patch, upgrade, update, or modification to the software during the installation period requires appropriate documentation and Owner approval before the modification is made.

H. Verify that the installation location is prepared and ready to have the installation completed. Notify the Owner, in writing, if the Contractor finds that the installation location is not prepared for installation due to unfinished work outside of the Contractor's scope of work. The written notification to provide detail of the elements that need modification in order to prepare the location for equipment installation.

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I. Coordinate with responsible entity to correct unsatisfactory conditions.

J. Coordinate with the sign housing provider, if different than the Contractor, to ensure proper fit and function of DMS.

K. Coordinate with other subcontractors responsible for providing power and communication that is not in the scope of the Contractor to ensure proper power and communication is provided for all APGS components.

L. Coordinate and confirm final and precise layout of signs, conduits, mounting rails, stubs, sensors, anchor bolts, etc. with Owner prior to installation.

M. Comply with all applicable Federal, State and Local laws, ordinances, rules and regulations pertaining to the performance of the work specified herein and compliant with the contract documents.

N. Obtain all permits, licenses and certificates, or any such approvals of plans or specifications as may be required by Federal, State and local laws, ordinances, rules and regulations, and compliant with the contract documents for the proper execution of the work specified herein.

O. All equipment components installed near drive aisles are to be protected from damage by vehicular movements by protective bollards.

## 3.2 FIELD QUALITY CONTROL

A. Device Acceptance Test (DAT)

1. Conduct DATs as a demonstration to the Owner or its representatives that the installed equipment complies with the Contract, the Contractor's product data, and to other documentation, such as user manuals.
2. When a device installation has been completed, the Contractor conducts its internal testing of the installed equipment. Internal testing is to follow the identical DAT test procedures that are used during DATs observed by the Owner (or its representative).
3. Upon successful completion of the Contractor's test, the Contractor and the Owner (or its representative) perform the DAT to verify performance. The DAT is only to be observed after a fully completed and signed test script verifying successful completion of the Contractor's internal testing is submitted. Signed internal test scripts to be submitted at least one calendar day prior to the scheduled test with the Owner.
4. Conduct DATs for all vehicle detectors, occupancy indicators, and DMS. APGS is not to be activated for service until all DATs have been successfully completed, and the Owner has notified the Contractor that it is ready to put the equipment into operation.
5. Provide test procedure documents for DATs in accordance with the submittal guidelines.
6. Provide DAT Test Procedures Documents for each device type and test procedures to include the following sections:

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a. Narrative describing the general procedures to be followed.
b. Definition of all minor and major deviation types.
c. Checklist of all items necessary to conduct the test.
d. Checklist for the components of each device to be tested.
e. Signature page for all DAT participants' signatures.
f. Step by step instructions for testing each functionality.
g. Tests for verifying the reporting requirements.
h. Area within each test section to denote "pass" or "fail".
i. Section for listing and describing test deviations.

7. Provide all ancillary items necessary to complete the DATs for testing purposes. In addition, make available sufficient Contractor personnel to perform the DAT in an efficient and timely manner.
8. Successful completion of a DAT occurs when all components have passed their respective test procedures and all test documents have been signed by the Owner and Contractor. Minor deviations resulting in the creation of punch list items are not to be considered grounds for failure of the overall DAT. Major deviations found during the DAT are to result in the retest of the device. The Contractor agrees to credit the Owner from its total contract value for any travel and/or labor costs incurred by the Owner or its representatives as a result of additional effort required to retest failed devices.
9. Successful completion of all DATs constitutes Substantial Completion.

B. Operational Demonstration Test

1. The ODT is comprised of all equipment, systems, and subsystems performing under actual conditions, e.g., patron use, normal activity recording, and reporting procedures. The ODT demonstrates, over a period of 30 consecutive calendar days, the successful performance of all aspects of the APGS.
2. During the ODT only routine maintenance procedures, as defined by the preventative maintenance manual and according to industry standards, are permitted. All other maintenance procedures must be approved in writing by the Owner before they are performed; otherwise, they constitute a failure of the ODT and a mandatory restart. This requirement includes manual resets of zone, level or facility counts to match physical counts; such resets are not to be performed during ODT without the express permission of Owner.
3. The Owner reserves the right to be present for all maintenance services during the ODT.
4. For purposes of the ODT, a subsystem is defined to be any one of the following:

a. APGS Server(s) and control cabinet(s).
b. Data Communication System.
c. APGS Application and User Interface.
d. APGS Mobile Application.
e. APGS Website Interface.
f. DMS.
g. Vehicle Detectors.

5. The ODT begins after successful completion of all DATs on a date mutually selected and agreed to in writing by the Owner and the Contractor at a time

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designated by the Owner. The ODT monitors system performance of the entire system operating as a single unit.

6. Submit an ODT Procedures Document in accordance with the submittal requirements. ODT Procedures Documents are intended to outline procedures for monitoring the overall performance of the APGS and should not include test procedures for individual components. The ODT Procedures Document includes:

    a. Narrative describing the general procedures to be followed.
    b. Methodology for calculation of downtime for the various APGS components.
    c. Methodology for calculating accuracy of the APGS.
    d. Electronic tracking document to be used during the ODT period for documenting failures and downtime.

7. The ODT continues for 30 days (consecutive 24-hour periods) during which all the performance criteria, stated below, have been met. If during the 30-day period the system fails to meet any one of the following specified performance criteria, the test begins anew on a day agreed upon by the Owner and the Contractor. The Contractor agrees to credit the Owner from its total contract value for any travel and/or labor costs incurred by the Owner as a result of retesting the system.
8. The performance criteria for successful completion of the ODT includes:

    a. No individual subsystem is operationally unavailable for four or more hours cumulative during the 30-day test period.
    b. No individual subsystem is operationally unavailable for more than two consecutive hours.
    c. If any single component fails more than once during the 30-day period for the same reason, it is to be replaced upon the second failure with a newly manufactured component of the same type and the test continues.
    d. No component of a given type (e.g., vehicle detection sensor, DMS, etc.) can fail more than three times during the 30-day test period for the same reason. Upon the fourth failure all components of that type are to be replaced or modified to correct the common deficiency, and the test is to be restarted from the beginning.
    e. The APGS accuracy for all zones, levels and facility is to also be assessed over the 30-day ODT period. From the beginning to the end of the 30-day ODT period, the APGS system is to retain an accuracy of 85% or greater without any system count manual resets or adjustments being performed.

9. In addition to the system reports generated during the ODT, provide the Owner a one-page summary report that clearly provides the percentage of system accuracy, overall percentage of downtime, and causes of that down time.
10. Provide the Owner a corrective action report that provides a detailed description of each failure that occurs during the ODT. The corrective action report to include the type of failure, why the failure occurred, what was done to remedy the failure, and whether or not the failure resulted in a restart of the ODT.
11. All reports require 100% accuracy and can be reconciled against one another over the 30-day testing period, otherwise the test is to be deemed a failure, problems are to be corrected and the test restarted.
12. A subsystem is considered unavailable if any major component of the subsystem is not functioning. As an example, the major components include but are not limited to:

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a. APGS Application and User Interface.
b. APGS Website Interface and/or cloud connection.
c. APGS Server(s) and control cabinet(s).
d. DMS.
e. Vehicle Detectors
f. Data communication.
g. Power supply.

13. An inoperative subsystem is not to be deemed unavailable if it has become inoperative because of:

    a. Outage of line power beyond UPS requirement.
    b. Malicious damage or vandalism to a component(s) by employees, patrons or others.
    c. Network connectivity issues beyond the scope of the APGS.
    d. APGS failures due to Owner-provided equipment issues and/or failures.
    e. Failures caused by a 3rd party.
    f. Act of God.

14. Should a failure occur in the system that is caused by normal hardware failure, it is to be repaired and the test resumed with downtime accrued. Where the failure causes inadequate test data to be collected or a loss of test data, then the test is to be restarted from a point where it can be successfully completed with data to verify compliance with the Contract and the test procedures document.
15. If the system “crashes” during a test, then the test is to be stopped. “Crash” is defined as a failure in which the APGS cannot properly process vehicle detection counts and display space availability. The Contractor is to analyze the cause of the system “crash,” document the cause in a system problem report, responsively repair the flaw, and document the repair in a corrective action report.
16. Where corrective action impacts delivered documentation, the documentation is to be corrected prior to Final System Acceptance.
17. Upon formal written approval of the corrective action report by the Owner, testing may continue if a problem has been encountered as long as the Contractor can clearly demonstrate that the failure is associated only with one function of the system, corrective action has been taken to remedy the failure, and the corrective action does not impact other areas of the system.
18. Where the system does not perform a function or incorrectly performs the function, but the system does not crash, testing may continue, if the function is corrected, and all of the following conditions are met:

    a. The functionality of the Vehicle Detectors, DMS, APGS application, user interface and data archiving work properly and in compliance with the Contract.
    b. No personnel, vehicle or driver safety issues exist.
    c. Failure does not cause loss or contamination of data.

19. Where the above criteria are not met, the test is to be stopped and corrective action taken and verified prior to testing restart.
20. During the test, the continued availability of the system is to be demonstrated. Where a failure occurs that causes data loss, system instability (crash), and/or contamination of the data and the database, the Contractor is to immediately

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correct the problem. Testing continues until a consecutive 30-day period of stable operation is achieved. Stability is defined as the proper functioning of the APGS with a failure having no impact on the continued system operation or on the integrity of data.

C. Punch List

1. Starting with the beginning of installation through Final System Acceptance, submit a document on a weekly basis showing the status of all outstanding system issues, regardless of severity, including the plan for resolution and estimated completion date.
2. All deviations noted during acceptance testing are to be recorded on the Punch List.

D. Final System Acceptance

1. Final System Acceptance is provided upon successful completion of all acceptance tests, and upon verification of complete resolution of all outstanding items on the Punch List.

## 3.3 INSTRUCTION AND TRAINING

A. Fully instruct the Owner's designated personnel in the operation, adjustment, and maintenance of all APGS products, equipment, and systems.

B. Coordinate scheduling of on-site and in-person instructional classes with Owner or Owner's designated personnel to avoid conflicts and peak-period personnel demands.

C. Submit a proposed instruction schedule prior to equipment installation. Owner is to tentatively approve or suggest changes to the training schedule.

D. Ample time should be allotted within each session for the instructor to fully describe and demonstrate all aspects of the APGS and allow Owner personnel to have hands-on experience with the APGS.

E. All instruction courses are to consist of classroom instruction and actual "hands-on" experience. Classes are to be set up in a room designated by the Owner.

F. Provide experienced instructors that speak fluent English in a clear precise manner.

G. Provide all documentation required for instructing Owner personnel. The Owner retains the right to copy training materials as frequently as required for ongoing internal use only.

H. Provide an instructional notebook or user's manual to accompany every instruction course. Submit a hard copy and electronic version of all manuals (operation and maintenance) written in common English with appropriate photos, diagrams, and schematics to supplement the text.

**END OF SECTION 11 12 40.20**

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# SECTION 11 12 48.10 – FIXED LICENSE PLATE RECOGNITION ENFORCEMENT SYSTEM

## PART 1 - GENERAL

### 1.1 RELATED DOCUMENTS

A. Price Proposal Form

B. Specification Compliance Form

C. Drawings Q-001, QD-101, QD-401, Q-101, and Q-400.

### 1.2 REFERENCES

A. List of Abbreviations:

1. AKA Also Known As
2. BOLO Be on the Lookout
3. CMS Citation Management System
4. ID Identification
5. OCR Optical Character Recognition
6. MSM Multi-Space Meter
7. LMS LPR Management System
8. LPN License Plate Number
9. LPR License Plate Recognition
10. PC Personal Computer
11. PEO Parking Enforcement Officer
12. RH Relative Humidity
13. RAM Random Access Memory
14. RMA Return Merchandise Authorization

### 1.3 SUMMARY

A. Provide all material, labor, equipment, documentation, services, and training necessary to furnish, coordinate installation with a separate Installation Contractor (“Installer”), support, and service a fully integrated on-line, real-time fixed License Plate Recognition (LPR) system functioning as described herein.

B. System Description

1. The LPR system includes:

a. Fixed LPR Cameras
b. Pay-by-Plate (PbP) Multi-Space Parking Meter (MSM) System integration
c. Citation Management System Integration

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d. All necessary components and materials for a complete and functioning turnkey LPR system as identified in this RFP.

C. System to be provided for STJPPFA, hereafter referred to as “Owner”, at the Bellamy Court Garage, 1 Bellamy Court, South Lake Tahoe, CA. Camera locations are to cover entrance and exit lanes to the facility as indicated on Drawings.

D. System is to note and record all vehicles entering and exiting the facility and provide:
1. Notification to the Pay-by-Plate (PbP) Multi-Space Parking Meter (MSM) System of vehicle entry and exit with LPN, date and time of LPN capture, vehicle/LPN image capture, and any other data elements specified below or required to integrate with the Pay-by-Plate (PbP) Multi-Space Parking Meter (MSM) System and the Citation Management System.
2. Real time and statistical reporting.

## 1.4 DESIGN CRITERIA

A. LPR System Performance

1. Acquire an image of a vehicle’s entire license plate at a 99.5 percent (99.5%) or higher rate for all non-exception vehicles as defined within this section. The intent of the 99.5% capture rate is to have a visual record of 99.5% of all non-exception license plates entering the facility.
2. Achieve an N Factor rating of 94% meaning specifically that the LPR Subsystem is to read all license plate characters, exclusive of stacked characters, correctly ninety-four percent (94%) of the time for all non-exception vehicles as defined within this section. Missing, misread, or additional characters as determined by the LPR Subsystem is to be counted against the read accuracy. (i.e., if a license plate contains six standard characters “ABC123”, then N=6. Therefore, in order for the system to achieve an N read, the system must return the LPN “ABC123” exactly.) Additional characters added before or after the license plate characters are to count against the read rate. (i.e., “1ABC123” would not constitute an N read.)
3. Achieve an N-1 Factor rating of 98% meaning specifically that the LPR Subsystem is to read all but one LPN characters, exclusive of stacked characters, correctly ninety-eight percent (98%) of the time for all non-exception vehicles as defined within this section. Missing, misread, or additional characters as determined by the LPR Subsystem are to be counted against the read accuracy. (i.e., if a license plate contains six standard characters “ABC123”, then N=6. Therefore, in order for the system to achieve an N-1 read, the system must return the LPN “xBC123”, “ABC12x”, etc.) Additional characters added before or after the license plate count against the read rate.
4. Exception vehicles will not count against the accuracy of the LPR Subsystem. For the purposes of the LPR performance requirements an exception vehicle is defined as:

    a. Any vehicle whose license plate is obstructed, obscured, or encroached upon by a foreign object.
    b. Oversized vehicles that have a total distance between the center of the drivers’ side window and the end of the rear bumper greater than 15 feet.

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c. Vehicles that contain excessive graphics and advertising such that it is impossible for the LPR system to determine which graphics belong to the license plate and which graphics do not.
d. Vehicles with no license plate or relocated to a window and not in the OEM location.
e. Vehicles with temporary cardboard “Dealer Plates.”
f. Damaged plates.
g. Plates from locations other than the U.S., Canada, and Mexico.
h. Motorcycles.

5. Ambient lighting conditions are to have no effect on the accuracy of the LPR system regardless of the time of the day and night. Contractor to provide any necessary shading or lighting elements required to mitigate the effect of the ambient lighting conditions on the LPR system performance.
6. Provide a means, subject to approval by the Owner, to remotely score the LPR Subsystem to ensure it meets the performance requirements. Assist the Owner in transferring images from each lane to a storage format such as CD-ROM, DVD, memory stick, or uploaded to an FTP site that can then be viewed and scored on a standalone PC by the Owner or their designated representative. Owner is to be able to select any images stored on the LPR database for scoring purposes. The Contractor to provide all software needed to test the LPR Subsystem’s performance. The software is to be able to be downloadable to a standalone PC used for testing.

B. Fully operational regardless of extreme weather such as heat, sun, rain, ice, snow, freezing rain, etc.

C. Operating temperature range of -30 to +55 Celsius and to 95% RH.

## 1.5 PRICE REQUIREMENTS:

A. Price includes the provision of all material, labor, equipment, and services necessary to furnish, coordinate installation with a separate Installation Contractor (“Installer”), support, and service a fully integrated LPR system as outlined herein.

B. Add-Alternate: Provide pricing for Maintenance, Service, and Parts Contract after two-year warranty:

1. A separate contract awarded for Maintenance, Service and parts that would commence with expiration of two-year warranty period.
2. Provide annual pricing for five (5) years after initial two-year warranty period.

C. Substantial Completion: A certificate of substantial completion will be provided when the following requirements have been satisfied:

1. All systems, features and communications, have passed the SAT per Section 3.2 of this document.
2. All spare parts, stock material and manuals are on site and have been approved.
3. All test checklists, documentation and training has been completed.

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D. Final Acceptance: Final acceptance will occur upon satisfactory completion of all work, tests, demonstrations and training specified herein as well as successful completion of thirty-day operational test per Section 3.2 of this document.

## 1.6 ADMINISTRATIVE REQUIREMENTS

A. Coordination:

1. Distribute to the Installer within 45 days after award of contract all installation diagrams, installation instructions, details, shop drawings, riser diagrams, and templates required to provide Installer the necessary information for installing, setting, anchoring and/or mounting, and connecting all LPR cameras and associated LPR system equipment including but not limited to any required servers, network switches, camera mounting cabinets, etc.
2. Provide support remotely and on-site as needed to the Installer during the installation period to ensure they properly install the LPR equipment.
3. Coordinate interfaces with any other systems by others, including but not limited to Local Area Network, MSM/SSM/PbC vendors, etc.

## 1.7 PROPOSAL SUBMITTALS - TO BE INCLUDED WITH RESPONSE

A. Price Form:

1. Total system cost (design, manufacture, shipping, installation coordination, training, commissioning, etc.).
2. Include per unit cost of each component.
3. Include any and all recurring fees including any annual SaaS/subscription fees.
4. Include recommended spare parts to be kept on-site.

B. Product Data:

1. Product description for each component including the following:

    a. Detail of user interface.
    b. Operating temperature and humidity ranges.
    c. Camera housing materials.
    d. Photos of installed system, including and identifying base products and options.
    e. Installation and mounting requirements.
    f. List of modular components that may be replaced by hand.
    g. List of components that require tools for replacement, and identify which tools are required.
    h. Contractor will identify and document in their Proposal the form, location and cost of any LPR trigger loops required to assure accurate counting and LPN capture.

2. RMA process and procedures.
3. Description of the LMS software, including the following:

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a. Configuration diagram.
b. Software platforms.
c. Communication protocol, polling procedures and transaction message flow from peripheral devices to and through LMS.
d. Describe how data and license plate images are transferred in real time.
e. Describe the minimum, maximum, and average amount of time in seconds the system will take to transmit and receive images and data, including what parameters or conditions will affect transmission times and what percentage of each type of transmission can be expected to be transmitted within the average transmission time.
f. Describe any file limitations in downloading, sending and storing license plate images.
g. Communication failure/error identification and recovery.
h. Fault tolerance.
i. Back-up procedures.
j. Data storage and retrieval procedures.

4. Sample screenshots, databases and reports:

a. Screenshots of dashboards.
b. License plate images.
c. Databases.
d. Enforcement reports.
e. Statistical reports.

C. Spare Parts

1. Provide a list of recommended spare parts and associated pricing.
2. Provide a list of all spare parts including:

a. Part name.
b. Part number.
c. Unit price.
d. RMA process and procedures.

D. Exceptions and Substitutions:
1. Complete and submit an all-inclusive Specification Exception list (including substitutions) using the Specification Compliance Form provided in this RFP, identifying any substantive non-compliance with specification requirements.
2. Substitutions: It is recognized that there are variations in equipment between manufacturers. Where functional performance, features or quality of system varies materially from that specified, submit a Request for Substitution identifying substitution being proposed. This submittal may be accompanied by catalog sheets, brochures, and technical specifications of the proposed system.

E. Project Schedule: Detailed schedule of project requirements including milestones for delivery, installation coordination, training, and testing. Milestones include special project requirements related to coordination with work by others and phasing.

F. List manufacturer of each primary component of system.

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G. Contractor Information

1. Provide the following information:

    a. Name of company.
    b. Brief company overview including a description of the company structure, and a statement on whether the company is a private or public entity
    c. Years in business.
    d. Number of employees.
    e. Annual sales volume.
    f. Name and contact information (address, email, and phone number) of Principals and/or Local Contacts.

2. Provide a list of any subcontractors, their business address, and a brief summary of their role in the project.
3. Provide the name, location, and contact information of the nearest authorized service center for maintenance and repairs.
4. Proven ability to provide installation support to others and service/support after installation, meeting minimum requirements as specified herein.
5. Continuously worked with equipment manufacturer, including providing installations and/or service, for minimum of three (3) years.
6. Approved in writing by manufacturer.
7. Documentation of manufacturer's installation and/or service training within previous two (2) years.
8. Similar system installed in three (3) or more customers of similar size and complexity, at least one of which must be located within 4 hours driving time from Owner's location. Provide the following for each installation:

    a. Name of project.
    b. Location.
    c. Contact name, telephone number and email address.
    d. Date of installation.
    e. Description of equipment and quantities.

H. Manufacturer's Qualifications (if not the Contractor): Provide documentation:

1. In continuous operations for previous five (5) years.
2. Description of the manufacturer's presence in the region.
3. Similar systems and system integration installed in three (3) or more customers of similar size and complexity, at least one of which must be located within 4 hours driving time from Owner's location. Provide the following for each installation:

    a. Name of project.
    b. Location.
    c. Contact name, telephone number and email address.
    d. Date of installation.
    e. Description of equipment and quantities.

I. Warranty:

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1. Submit copy of warranty (per Section 1.10 of this document) and explanation of any instances which may impact warranty coverage. Note that a two-year warranty is required.
2. Submit RMA procedures.

## 1.8 INFORMATIONAL AND CLOSEOUT SUBMITTALS

A. All submittal approvals, comments and rejections will be returned to the Contractor by the Owner's designated representative with requests for resubmittal as appropriate. Resubmit as required until submittal is approved by the Owner's designated representative.

B. Operating Documentation: Prior to initiation of field test and training, deliver two hard copies and one electronic copy of operations manuals, maintenance, and administration manuals.

C. Copies of all licenses, registrations, documentation, disks and other media as may have been included with those commercially available software packages provided with system. In addition, ensure that all licenses, registrations and warranties have been transferred to Owner prior to final software turnover.

D. At least 30 days prior to scheduled training sessions, deliver a Training Plan. Include at a minimum, a description of all training courses including identification of instructional outcome, duration of course, and type of presentations.

E. Testing Plan and Documentation: Provide a test plan for review and approval by Owner or Owner's authorized representative 30 days prior to start of first test. Include demonstrations of compliance with specifications, contractual compliance, disaster recovery testing and documentation, definitions of all test objectives, participant responsibilities, documentation for tests, and procedures for dealing with failures during test.

F. Contractor is responsible for all licenses and compliance with all codes and regulations.

## 1.9 QUALITY ASSURANCE

A. All components and installation to comply with all laws, ordinances, codes, rules, and regulations of public authorities having jurisdiction over this part of the work. It is the responsibility of the Contractor to meet these and all other current technical, performance, and safety standards that are applicable to all components and to the entire system, even when not specifically referenced.

B. Open-architecture system where all interfaces (hardware and software) conform to national and International Organization for Standardization (ISO) standards.

C. All materials and equipment listed, labeled, or certified by a nationally recognized testing laboratory to meet Underwriters Laboratories, Inc. (UL) standards, where test standards have been established.

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1. Equipment and materials which are not covered by UL Standards may be considered, provided equipment and material is listed, labeled, certified, or otherwise determined to meet safety requirements of a nationally recognized testing laboratory.
2. Equipment of a class for which no nationally recognized testing laboratory accepts, certifies, lists, labels, or determines to be safe, will be considered if inspected or tested in accordance with national industrial standards, such as NEMA, or ANSI. Evidence of compliance includes certified test reports and definitive product data.

D. Equipment housings, conduits, and junction boxes exposed to weather (any location not in a conditioned environment) will meet or exceed NEMA 4X or IP65 standards to be moisture-proof and provide sufficient protection so that the components continue to function without moisture, dust, particle, heat, or cold-related interruption. Components that do not meet NEMA 4X or IP65 standards or better may be considered if implemented with supplemental environmental controls to sufficiently protect equipment.

## 1.10 WARRANTY

A. General: Equipment warranty (100% parts and labor) for two (2) years from date of final acceptance by Owner or Owner's Representative. System maintained and serviced against any and all malfunctions due to manufacturing or installation defects at no cost to Owner during warranty period, including preventive maintenance per manufacturer's recommendations or as necessary to keep equipment in good working order. Software support provided during warranty period to include all software upgrades at no additional cost to Owner.

1. Warranty period commences after Contractor has demonstrated satisfactory performance of system as specified in the Acceptance Testing Plan.
2. Maintain a log of all maintenance, preventive maintenance and repair work performed under warranty and provide to Owner or Owner's Representative at end of warranty period.

B. Warranty response period:

1. Immediate telephone support available from 8:00 am – 5:00 pm, local time, Monday-Friday.
2. On-site response by qualified service technician within 48 hours, excluding weekends and holidays.

C. If Contractor is not available for above response, Owner or Owner's Representative may affect repairs with no impact on warranty. Pre-qualify appropriate Owner or Owner's Representative to perform repairs and identify types of repair each trained individual is qualified to perform after training of Owner personnel.

D. Replace items taken from spare parts inventory during warranty period at no additional cost to Owner.

E. Preventative Maintenance Service during the Warranty Period:

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1. Provide preventative maintenance services for all systems throughout the warranty period. Preventative maintenance procedures and frequencies are defined within the Manufacturer's recommended maintenance procedures manual.
2. Preventative maintenance services include but are not limited to inspection, testing, necessary adjustment, alignments, calibration, parts cleaning, communication system maintenance, server administration and database administration of the hardware provided as part of this project by the Contractor.
3. Perform all preventative maintenance at non-peak periods during regular business hours.

F. Software Support during the Warranty Period:

1. Make available to the Owner normal software improvement releases (updates) as they become available at no additional cost to the Owner.
2. Provide all software patches and updates free of charge during the warranty period; however, the Owner has right of refusal.
3. Seven (7) calendar days prior to all software modifications, patches, updates, and upgrades, provide accurate and complete documentation that describes:

    a. Patch/update release designation.
    b. Proposed date and time of implementation.
    c. Detailed description of what the patch/update accomplishes.
    d. Test plan that shows the change has been successfully tested and has passed internal unit, end-to-end testing.
    e. Full disaster recovery procedures that return the system to its pre-patch/update condition

4. Provide operating system support and database administration services including adherence to the recommended operating system patches and updates as they are made commercially available by the operating system developer.
5. Coordinate the testing and implementation of all patches and updates with the Owner.
6. Support upgrades to the application based on operating system patch and upgrade requirements. For example, if run on a Microsoft operating system, the software can be patched according to the Microsoft patch and upgrade schedule without breaking any application. If Microsoft decommissions an operating system, the Contractor must be capable of releasing code compatible with next operating system upgrade prior to Microsoft ending support for current operating system.
7. If at any time the Contractor ceases to do business or ceases to make the software product commercially available, the Owner will assume full ownership of the software. Thirty days prior to ceasing to do business, the Contractor will provide the most current version of the software source code to the Owner.
8. Provide corrective patches and upgrades in the event security vulnerability or system availability issues are discovered.

## 1.11 DELIVERY, STORAGE, AND HANDLING REQUIREMENTS

A. Prior to shipment of any equipment, a Factory Acceptance Test process must be completed and documented by Contractor, and the certificates of FAT completion

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reviewed and approved by Owner and Installer, in accordance with the description in Section 2.3 below.

B. Contractor is responsible for insuring all shipped items. Any items damaged during shipping are to be replaced and shipped to the project site, by expedited means if requested, at no additional cost to the Owner.

C. Owner, at their sole discretion, may agree to provide a designated storage/staging area of no more than 100 square feet of floor space for equipment that has not been installed. Location to be determined after contract award. Contractor should assume in their proposal that no storage area will be provided. If a storage area is provided, Installer is responsible for securing that storage area with a suitable lock.

D. Deliver equipment to Installer or project site in manufacturer's original containers to prevent damage and marked for easy identification.

E. Once equipment has been delivered either to the Installer or to the project site, it is the Installer's responsibility to protect the equipment from theft and damage until final acceptance and to insure the stored equipment against risk of loss and damage. Installer is to replace any lost or damaged equipment at no additional cost to the Owner.

F. Installer is to receive all equipment at deliver site or project site. Owner is not to receive, unload, or otherwise participate in delivery of equipment.

## PART 2 - PRODUCTS

### 2.1 LPR MANAGEMENT SYSTEM (LMS)

A. Microprocessor controlled, in on-line, virtual real-time communication. In event of failure during communication, an error-checking and recovery routine is employed to prevent corruption of data.

B. Hosted system, capable of operating with proper user ID and password, to all authorized users.

1. Provide continual software updates at no additional fees for the life of the contract.
2. Maintain a secure connection while active, and automatically log-off after programmable period of inactivity.
3. Remote access to LMS over standard TCP/IP connection (may use web browser-based applications).
4. Browser-based user-interface modules utilize client/server technology or equivalent. The following general requirements apply to all components or modules:

    a. Graphical user interface.
    b. Allow for both standard and custom report formats.
    c. Adequate security to allow for different classifications of users.

5. System back-up in less than three hours.

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6. Provide any and all updates to the LMS at no additional cost to the Owner for the life of any contract.

C. Accurately enforce/match scanned vehicle license plates via an integration to the Pay-by-Plate (PbP) Multi-Space Parking Meter (MSM) System and Citation Management System (CMS) such as by:

1. Hourly/Daily Parkers
2. Monthly/Contract Parkers
3. Tow, boot or seizure eligible registrations
4. City, state, and federal stolen vehicle license plates
5. Previously scanned vehicles for time limit violations
6. Authorized “allowed list” vehicle license plates
7. BOLO vehicle license plates

D. Ability to provide security features so that a vehicle identified as a scofflaw cannot be bypassed without corrective action or supervisory authorization.

E. Capable of duration of stay and turnover analysis.

F. Ability to schedule updates (i.e., hot lists).

G. Provide mapping functions with zones for location identification and rules.

H. Display license plates scanned

I. Audible and visual alerts of license plates which are in violation or otherwise identified as scofflaws.

J. Provide the capability for supervisors to perform field audits.

K. Provide remote access to the management features of the system from designated workstations for authorized supervisors.

L. Storage

1. Ability to store and catalogue images for up to sixty (60) days and recall them on demand by field-sortable search.

M. Automatically capture, interpret, process, display and store license plate images

N. Incorporate fuzzy logic for identifying misreads.

O. Provide real-time displays of:

1. License plate image.
2. License plate.
3. Image of vehicle.
4. Date and time.
5. GPS coordinates.

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P. Manual Features

1. Ability to manually identify misread plates.
2. Ability to add notes to images.

Q. Queries:

1. Ability to manually enter plates for querying purposes.
2. Ability to cross-link, query and input data from external sources.
3. Ability to audit all queries by date, time and user password.
4. Ability to save frequent query requests.

R. Data format in either .csv or text file.

S. Ability to export and print all data.

T. Data download by flash drive or wireless.

U. Include updatable mapping system and license.

V. Security

1. Utilize protocols and passwords that prevent unauthorized access to software and hardware and manipulation of data and reports, including individual transactions.
2. Include multiple levels of access authorization to all operational, administrative and reporting functions and provide the following security features:

    a. Define individual user and group-based security.
    b. Ability to assign a unique user ID and password for each person authorized to use system.
    c. Ability to establish an expiration period for passwords and periodically change that password for each authorized user ID.
    d. Ability to disable a user ID following successive log-on failures exceeding a specific limit.
    e. Ability to view and report user and group level security rights and create user-defined fields.
    f. Ability to de-activate codes for former users and internal and external customers.

3. Provide Owner with a complete list of initial installation administrator usernames and passwords for all authorized users.
4. Monitor the transmission of repeated messages that may indicate possible problems with the system.
5. Display abnormal status conditions as a visual alarm on the workstation screen, accompanied by an audible alarm.

    a. The display continues to flash until the abnormal condition is corrected. The audible alarm continues until turned off by operator.
    b. Record the abnormal status condition and the acknowledgement of the alarm, including time, workstation and operator.

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## 2.2 CAMERAS

**A. All cameras must be new, factory original equipment. The existing HTS LPR cameras at the Owner's site are not to be reused.**

B. Ability to read reflective and non-reflective license plates.

C. Ability to take still pictures.

D. Ambient lighting conditions have no effect on the accuracy of the LPR system regardless of the time of the day and night. Provide any necessary shading or lighting elements required to mitigate the effect of the ambient lighting conditions on the LPR system performance.

E. Perform all optical character recognition.

F. RF shielded camera cables.

G. Internal heating elements.

H. Rated at 30 frames per second.

I. Anti-theft mounting /removal brackets.

J. Equipped with IR lens for license plate and color image for verification.

K. Capable of multiple images with multiple flash and shutter settings.

L. Pulsed LED illumination.

## 2.3 SOURCE QUALITY CONTROL

A. Factory Acceptance Test (FAT)
   1. Due to the separation of the "furnish equipment and software" and "provide installation" portions of the scope for this project, it is required that adequate documentation of the proper functioning of the equipment in its complete, originally manufactured state be conducted by the Contractor prior to delivery of equipment to the project site. Such testing, known as a Factory Acceptance Test (FAT), is meant to ensure that all equipment is known and demonstrated to be working correctly via a documented FAT procedure and a certificate of completion of FAT is provided to the Owner and Installer prior to handoff of the equipment to the Installer.
   2. All equipment is to have successfully passed formal manufacturing FATs and quality assurance inspections to validate compliance with these functional specifications prior to shipment to the project site.
   3. Records for formal internal Contractor FAT and inspection for performance, materials quality and/or workmanship are to be produced by the Contractor and sent as formal project submittals to Owner and Installer for review **prior** to shipment of equipment to the project site. Equipment is not to be released for shipment until Owner and Installer have approved the FAT submittals.

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4. Contractor is also to have readily available proof of product reliability analysis and testing should reliability become a problem at any time from the beginning of installation testing through the final operational test period

## PART 3 - EXECUTION

### 3.1 INSTALLATION

A. Coordinate installation of LPR System with Installer in accordance with manufacturer's recommendations.

B. Installation and Start-Up: Contractor is to coordinate installation of all Contractor supplied equipment and its interfacing and interconnection with Owner supplied equipment with Installer. Installer is to perform all physical equipment installation and associated electrical or civil work, with support from Contractor as needed.

C. Contractor is responsible for all software and communications by all computers and peripheral devices.

D. Owner or Owner’s Representative may observe installation process and stop the work at any time throughout the process.

### 3.2 FIELD QUALITY CONTROL

A. Provide an Acceptance Testing Plan to demonstrate the functionality of the system.

1. Include demonstrations of compliance with all specifications, contractual compliance, definitions of all test objectives, participant responsibilities, documentation of tests and procedures for dealing with failures during test.
2. Detail tests for every functional requirement of the system, including PbC integration.

    a. Include checklist for specified supplies, spare parts, training operation and training manuals.
    b. Provide space for acceptance by Contractor and Owner or Owner’s representative.

3. Confirm that all specified features are provided and fully operational before scheduling Acceptance Testing with Owner and/or Owner’s Agent.
4. Notify Owner or Owner’s Representative in writing at least one week prior to test session. If a test is not successful, correct noted deficiencies and advise Owner or Owner’s Representative, at least two days in advance, that test session is ready to resume.
5. Owner or Owner’s Representative may witness tests.

B. Passing Acceptance testing, even if performed in the presence of the Owner or Owner’s Representative, does not relieve the Contractor of the responsibility to provide a system in accordance with the Specifications.

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C. Promptly correct all problems encountered at no cost to the Owner.

D. Thirty-Day Operational Test and Final Acceptance

1. After go-live date, the Owner will conduct an operational test for thirty (30) days.
2. Performance Standards:

a. System is fully operational without downtime or programming problems for the complete monthly reporting cycle. For each down time period of between one hour and eight hours, or programming problems that delay the report cycle, two days will be added to the test duration.
b. All reports correlate 100% with data from the Pay-by-Plate (PbP) Multi-Space Parking Meter (MSM) System and the monthly permit system.

3. Maintain detailed records and a logbook of all tests, events and issues to be provided to the Owner upon completion of the tests.

## 3.3 INSTRUCTION AND TRAINING

A. Fully instruct the Owner's designated personnel in the operation, adjustment, and maintenance of all products, equipment, and systems.

B. Coordinate scheduling of on-site and in-person instructional classes with Owner's designated personnel to avoid conflicts and peak-period personnel demands.

C. Submit a proposed instruction schedule prior to equipment installation. Owner will tentatively approve or suggest changes to the training schedule.

D. Ample time should be allotted within each session for the instructor to fully describe and demonstrate all aspects of the system and allow Owner personnel to have hands-on experience with the meters.

E. All instruction courses will consist of classroom instruction and actual "hands-on" experience. Classes will be set up in a room designated by the Owner.

F. Provide experienced instructors that speak fluent English in a clear precise manner.

G. Provide all documentation required for instructing Owner personnel. The Owner retains the right to copy training materials as frequently as required for ongoing internal use only.

H. Provide an instructional notebook or user's manual to accompany every instruction course. Submit a hard copy and electronic version of all manuals (operation and maintenance) written in common English with appropriate photos, diagrams, and schematics to supplement the text.

I. Training categories:

1. Maintenance.
2. Enforcement.
3. Administration.

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J. Provide hard copies and electronic operation and maintenance manuals for all components.

**END OF SECTION 11 12 48**

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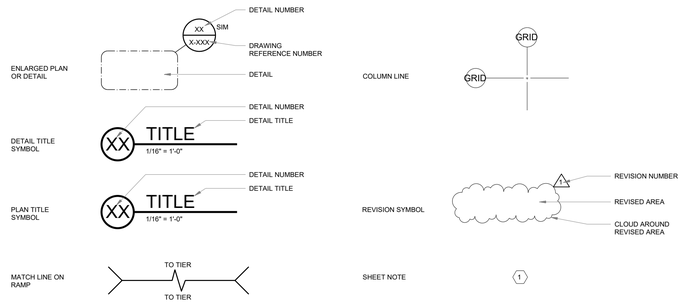
# CITY OF SOUTH LAKE TAHOE

## STJPPFA

1 BELLAMY CT., SOUTH LAKE TAHOE, CA 96150

# NEW GATELESS PARCS AND PARKING GUIDANCE SYSTEM RFP

## ARCHITECTURAL SYMBOLS LEGEND




## APPLICABLE CODES

APPLICABLE BUILDING CODES:

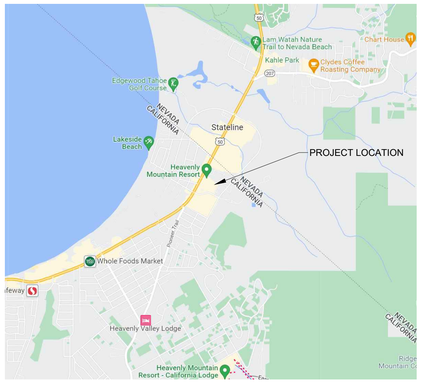
2019 CALIFORNIA BUILDING CODE (VOLUME 1) WITH JULY 2021 SUPPLEMENT
2019 CALIFORNIA BUILDING CODE (VOLUME 2)
2019 CALIFORNIA ELECTRICAL CODE
CITY MUNICIPAL CODE

## SHEET INDEX

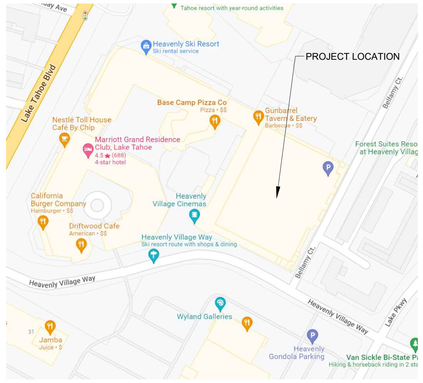

**PARCS & APGS**

| | |
|---|---|
| Q-001 | COVER SHEET, INDEX, MAPS |
| QD-101 | NEW PARCS SYSTEM PAY ON FOOT MACHINE GROUND FLOOR DEMOLITION PLAN |
| QD-102 | NEW PARCS SYSTEM PAY ON FOOT MACHINE SECOND FLOOR DEMOLITION PLAN |
| QD-103 | NEW PARCS SYSTEM PAY ON FOOT MACHINE THIRD FLOOR DEMOLITON PLAN |
| QD-401 | NEW PARCS SYSTEM ENTRY/EXIT LANE DEMOLITION PLAN |
| Q-101 | NEW PARCS/APGS SYSTEM -- NEW GARAGE EQUIPMENT GROUND LEVEL PLAN |
| Q-102 | NEW PARCS/APGS SYSTEM -- NEW GARAGE EQUIPMENT SECOND LEVEL PLAN |
| Q-103 | NEW PARCS/APGS SYSTEM -- NEW GARAGE EQUIPMENT THIRD LEVEL PLAN |
| Q-401 | NEW PARCS SYSTEM ENTRY/EXIT LANE EQUIPMENT PLAN |
| Q-403 | NEW PARCS/APGS SYSTEM NEW APGS DIGITAL SIGNS |
| Q-501 | APGS COUNTING SENSOR DETAILS |
| Q-502 | APGS SIGNAGE DETAILS |


## LOCATION MAP




## VICINITY MAP




## SCOPE OF PROJECT

PROVIDE NEW PARKING ACCESS AND REVENUE CONTROL SYSTEM (PARCS), ENFORCEMENT MANAGEMENT SYSTEM, AND NEW AUTOMATED PARKING GUIDANCE SYSTEM (APGS)

## PROJECT DATA

ADDRESS: 1 BELLAMY CT., SOUTH LAKE TAHOE, CA 96150
APN: 029-470-14-100
CONSTRUCTION TYPE: TYPE 1
OCCUPANCY TYPE: S-2
BUILDING HEIGHT: 3 STORIES ABOVE GRADE
BUILDING AREA:

| | |
|---|---|
| GROUND LEVEL: | 36,400 SF |
| SECOND LEVEL: | 36,700 SF |
| THIRD LEVEL: | 27,212 SF |
| ROOF LEVEL: | 27,212 SF |
| GROSS FLOOR AREA: | 127,524 SF |

## PROJECT DIRECTORY


CLIENT
Anush A. Nejad, P.E., T.E.
Director of Public Works
City of South Lake Tahoe - 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150
Office: (530) 542-6031
Mobile: (530) 208-8304
Email: anejad@cityofslt.us

PARKING CONSULTANT
Walker Consultants
601 California Street, Suite 820
San Francisco, CA 94105
Contact: Peter Filice, Project Manager
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Walker Consultants:
Project Number: 33-002350


LICENSED ARCHITECT
JUSTIN MING-MIN CHANG
No. C-31920
08/30/23
RENEWAL DATE
STATE OF CALIFORNIA


CITY OF SOUTH LAKE TAHOE
ANUSH NEJAD, P.E.
DIRECTOR OF PUBLIC WORKS
1901 LISA MALOFF WAY
SOUTH LAKE TAHOE, CA 96150
PH: (530) 542-6031 FAX: (530) 541-3051


SEAL
REGISTERED PROFESSIONAL ENGINEER
ANUSH NEJAD
No. 42681
EXP. 03-31-2026
CIVIL
STATE OF CALIFORNIA

SOUTH LAKE TAHOE
GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

| ISSUE: | DESCRIPTION | DATE | MARK |
|---|---|---|---|
| | 100% CD ISSUED FOR RFP | 04/19/2024 | |
| | 95% CD SUBMITTAL | 12/16/2022 | |

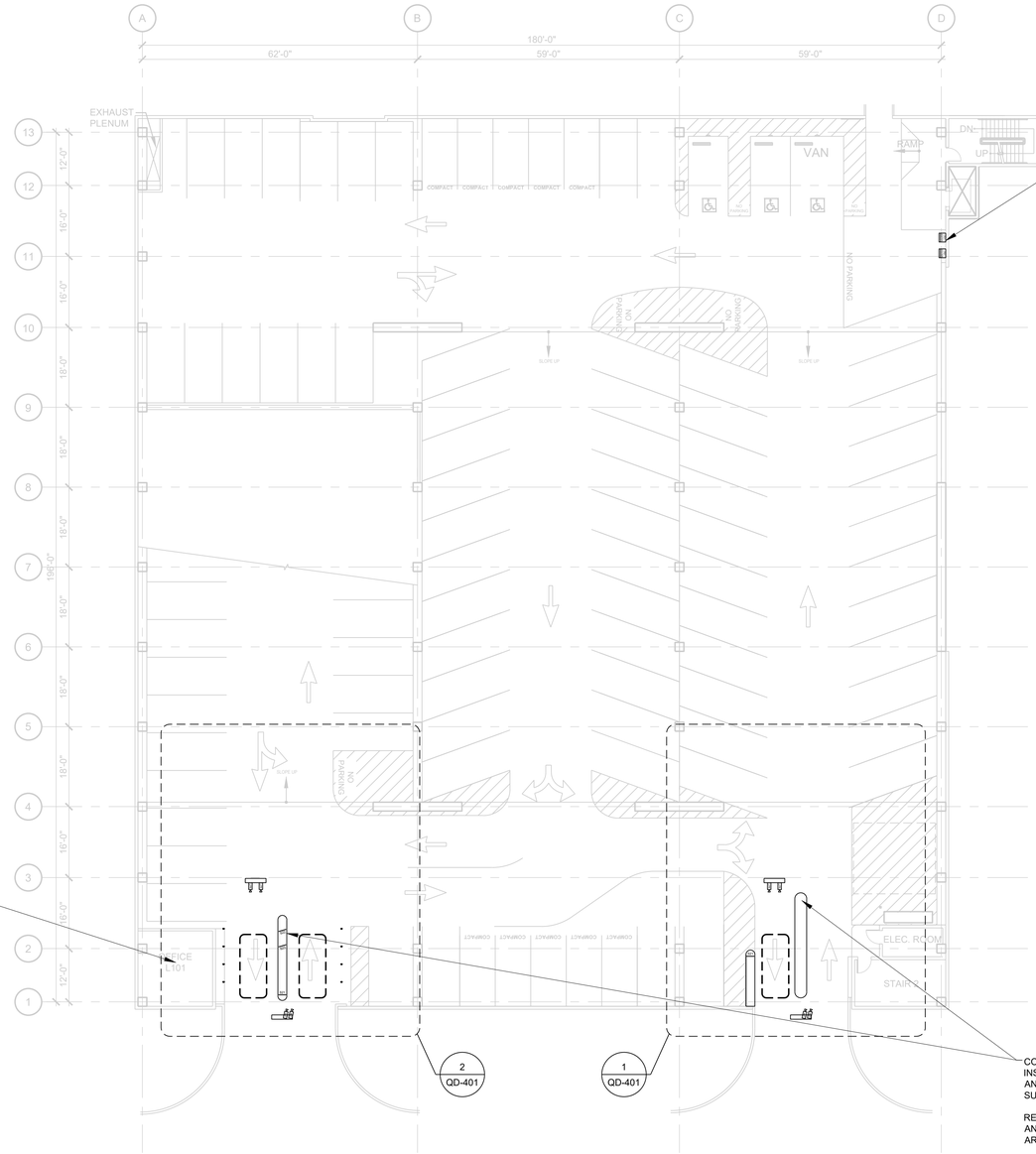
PROJECT NO: 33-002350.00
DRAWN BY: AO
CHECKED BY: TD
SHEET TITLE:

COVER SHEET, INDEX, MAPS

Q-001

---- 4/17/2024 12:18:22 PM ----


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COORDINATE DEMOLITION SCHEDULE WITH SEPARATE INSTALLER AND PROVIDE TECHNICAL INFORMATION AND INSTRUCTIONS AS NECESSARY TO INSTALLER TO SUPPORT THE FOLLOWING SCOPE OF WORK:

REMOVE AND DISPOSE OF 2 (TWO) EXISTING PAY-ON-FOOT KIOSKS AND ATTACHED VIDEO INTERCOM UNITS AT THIS LOCATION. REMOVE AND RETAIN STATIC PAYMENT INFORMATION SIGNS ADJACENT TO PAY-ON-FOOT KIOSKS.

CAP EXISTING POWER AND DATA CONDUITS, AND ASSESS WHETHER THEY CAN BE REUSED OR WILL REQUIRE REPLACEMENT FOR NEW PARCS EQUIPMENT. SEAL ALL PAVEMENT MOUNTING HOLES

COORDINATE DEMOLITION SCHEDULE WITH SEPARATE INSTALLER AND PROVIDE TECHNICAL INFORMATION AND INSTRUCTIONS AS NECESSARY TO INSTALLER TO SUPPORT THE FOLLOWING SCOPE OF WORK:

REMOVE AND DISPOSE OF PARCS HEADEND EQUIPMENT IN THIS PARKING OFFICE AS REQUIRED TO MAKE READY FOR NEW PARCS HEADEND EQUIPMENT.

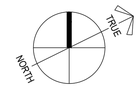
COORDINATE REMOVAL WITH STJPPFA PERSONNEL TO ENSURE THAT ONLY PARCS-RELATED ITEMS ARE REMOVED.

COORDINATE DEMOLITION SCHEDULE WITH SEPARATE INSTALLER AND PROVIDE TECHNICAL INFORMATION AND INSTRUCTIONS AS NECESSARY TO INSTALLER TO SUPPORT THE FOLLOWING SCOPE OF WORK:

REMOVE AND DISPOSE OF EXISTING PARCS EQUIPMENT AND STATIC SIGNAGE IN THESE TWO ENTRY/EXIT LANE AREAS, PER DETAILS PROVIDED ON QD-401.

## 01 PARCS DEMO PLAN - GROUND LEVEL

1/16" = 1'-0"




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JUSTIN MING-MIN CHANG
No. C-31920
09/30/23
RENEWAL DATE
STATE OF CALIFORNIA

# SOUTH LAKE TAHOE
## GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

| ISSUE: | DESCRIPTION | DATE | MARK |
|---|---|---|---|
| | 100% CD ISSUED FOR RFP | 04/19/2024 | |
| | 95% CD SUBMITTAL | 12/16/2022 | |

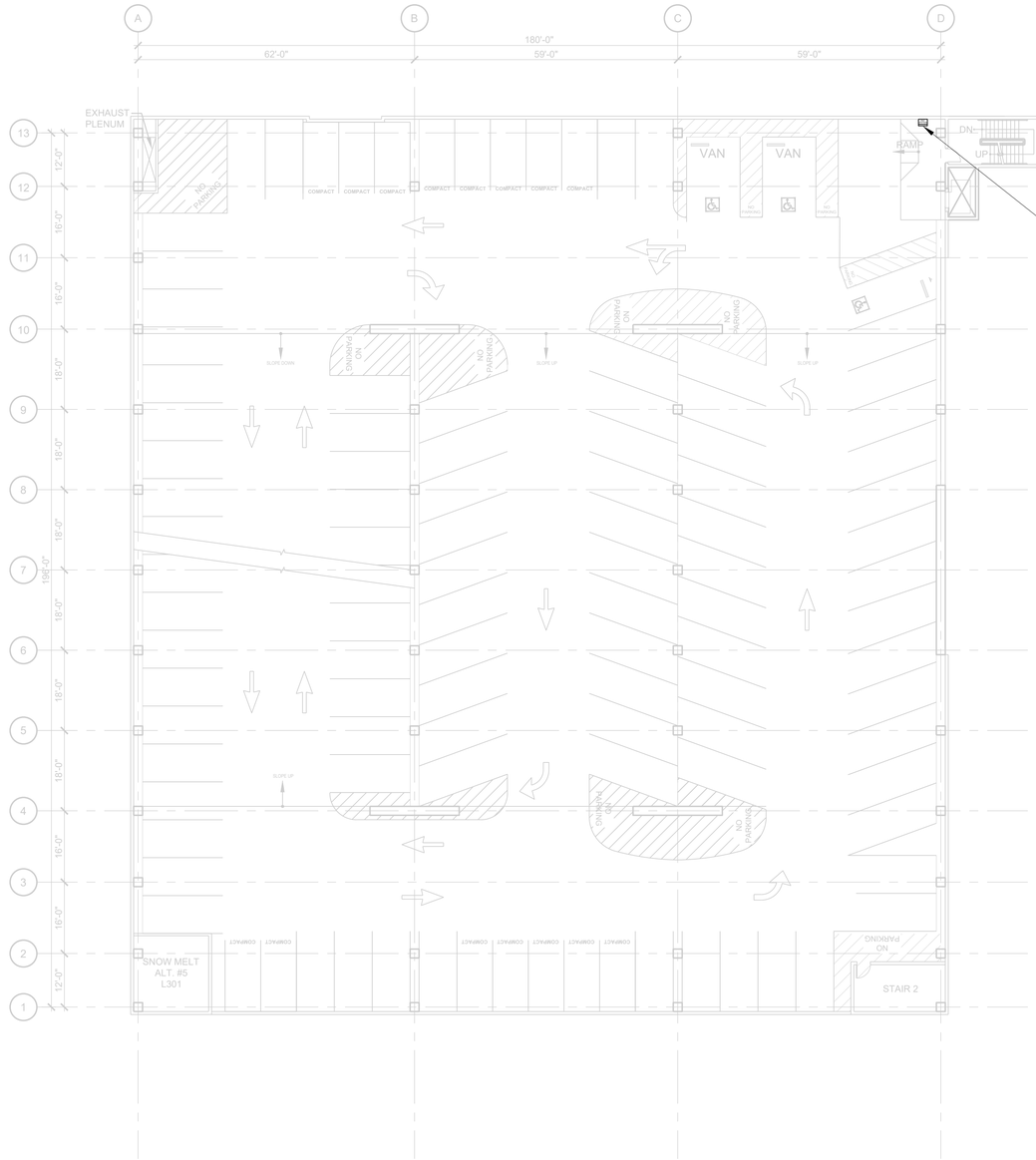
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CHECKED BY: PF
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**NEW PARCS SYSTEM PAY ON FOOT MACHINE GROUND FLOOR DEMOLITION PLAN**

QD-101

---- 4/3/2024 1:46:51 PM ----

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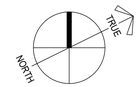



COORDINATE DEMOLITION SCHEDULE WITH SEPARATE INSTALLER AND PROVIDE TECHNICAL INFORMATION AND INSTRUCTIONS AS NECESSARY TO INSTALLER TO SUPPORT THE FOLLOWING SCOPE OF WORK:

REMOVE AND DISPOSE OF 1 (ONE) EXISTING PAY-ON-FOOT KIOSK AND ATTACHED VIDEO INTERCOM UNIT AT THIS LOCATION. REMOVE AND RETAIN STATIC PAYMENT INFORMATION SIGNS ADJACENT TO PAY-ON-FOOT KIOSK.

CAP EXISTING POWER AND DATA CONDUITS, AND ASSESS WHETHER THEY CAN BE REUSED OR WILL REQUIRE REPLACEMENT FOR NEW PARCS EQUIPMENT. SEAL ALL PAVEMENT MOUNTING HOLES.

01 PARCS DEMO PLAN - SECOND LEVEL
1/16" = 1'-0"




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# SOUTH LAKE TAHOE
## GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

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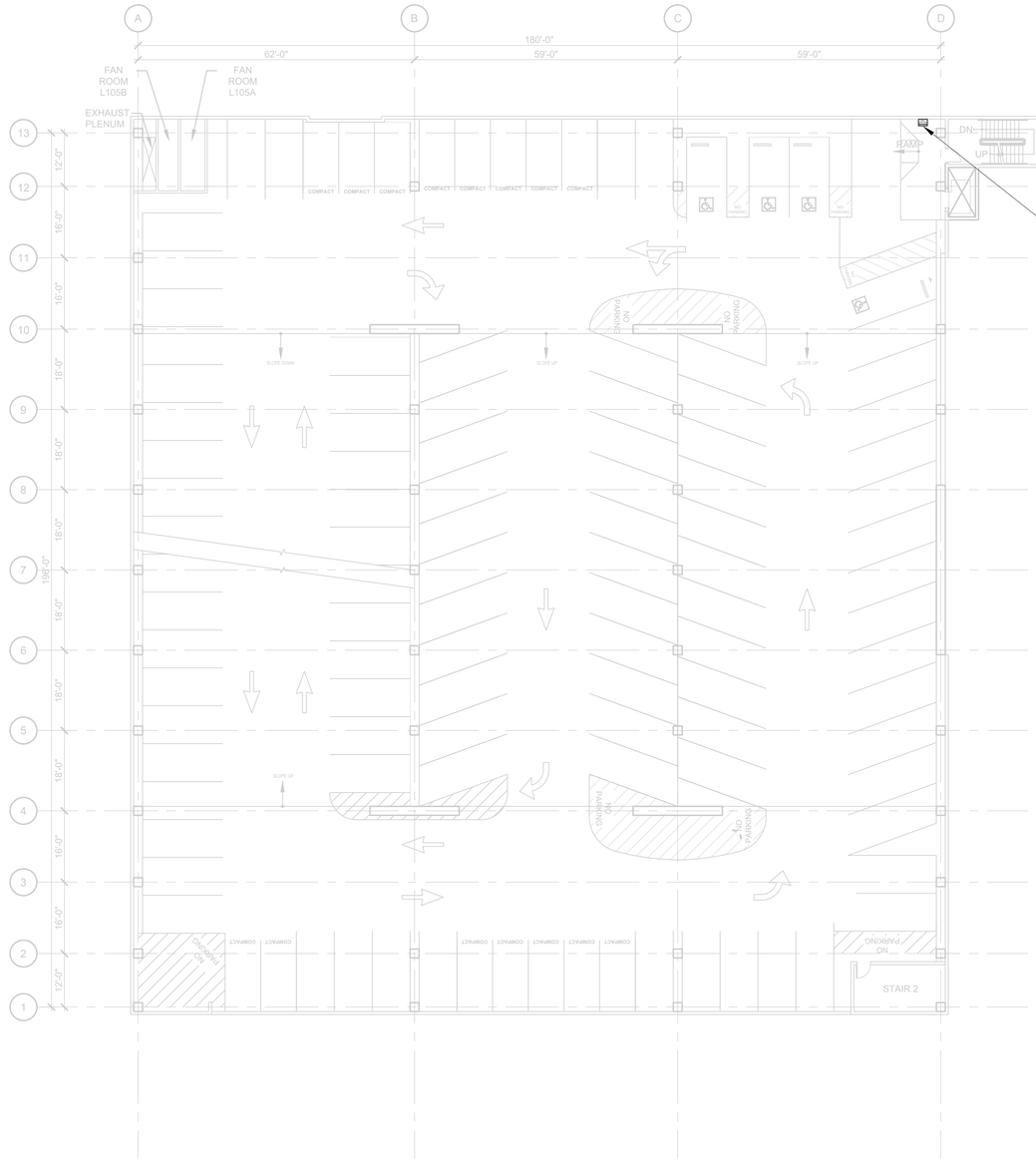
PROJECT NO: 33-002350.00
DRAWN BY: AO
CHECKED BY: PF
SHEET TITLE:

**NEW PARCS SYSTEM**
**PAY ON FOOT MACHINE**
**SECOND FLOOR**
**DEMOLITION PLAN**

QD-102

---- 4/3/2024 1:46:38 PM ----

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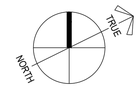



COORDINATE DEMOLITION SCHEDULE WITH SEPARATE INSTALLER AND PROVIDE TECHNICAL INFORMATION AND INSTRUCTIONS AS NECESSARY TO INSTALLER TO SUPPORT THE FOLLOWING SCOPE OF WORK:

REMOVE AND DISPOSE OF 1 (ONE) EXISTING PAY-ON-FOOT KIOSK AND ATTACHED VIDEO INTERCOM UNIT AT THIS LOCATION. REMOVE AND RETAIN STATIC PAYMENT INFORMATION SIGNS ADJACENT TO PAY-ON-FOOT KIOSK.

CAP EXISTING POWER AND DATA CONDUITS, AND ASSESS WHETHER THEY CAN BE REUSED OR WILL REQUIRE REPLACEMENT FOR NEW PARCS EQUIPMENT. SEAL ALL PAVEMENT MOUNTING HOLES.

01 PARCS DEMO PLAN - THIRD LEVEL
1/16" = 1'-0"




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# SOUTH LAKE TAHOE
## GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

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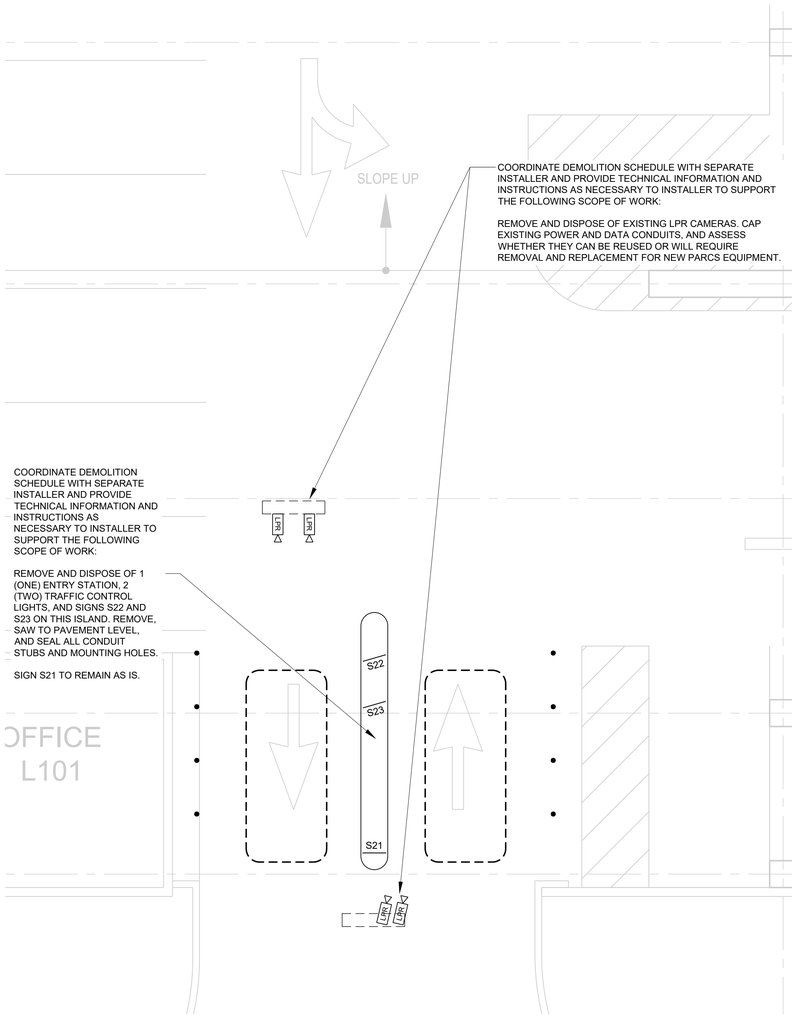
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DRAWN BY: AO
CHECKED BY: PF
SHEET TITLE:

**NEW PARCS SYSTEM**
**PAY ON FOOT MACHINE**
**THIRD FLOOR**
**DEMOLITION PLAN**

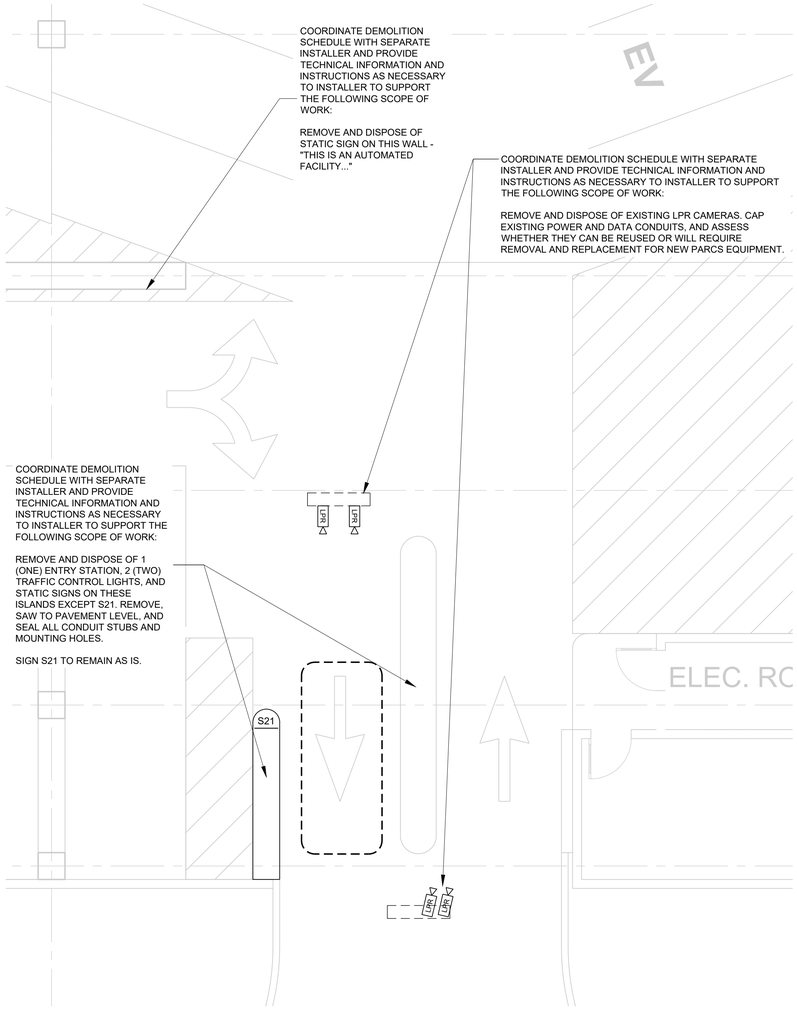
QD-103

---- 4/3/2024 2:35:46 PM ----

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02 SOUTH ENTRY/EXIT PLAZA
3/16" = 1'-0"



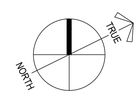

01 NORTH ENTRY/EXIT PLAZA
3/16" = 1'-0"

SIGN KEY
(TYPICAL ALL TIERS)

S10 — MARK (SEE SIGN SCHEDULE)
FACE OF SIGN

EQUIPMENT LEGEND

| EQUIPMENT | DEFINITION |
|---|---|
| 6'-0" / 2'-6" | TYPICAL LOOP |
| TC | TRAFFIC CONTROL LIGHT |
| ENS | ENTRANCE STATION |
| LPR | LICENSE PLATE RECOGNITION CAMERA |




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STATE OF CALIFORNIA

# SOUTH LAKE TAHOE
## GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

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|---|---|---|---|
| | 95% CD SUBMITTAL | 12/16/2022 | |
| | 100% CD ISSUED FOR RFP | 04/19/2024 | |

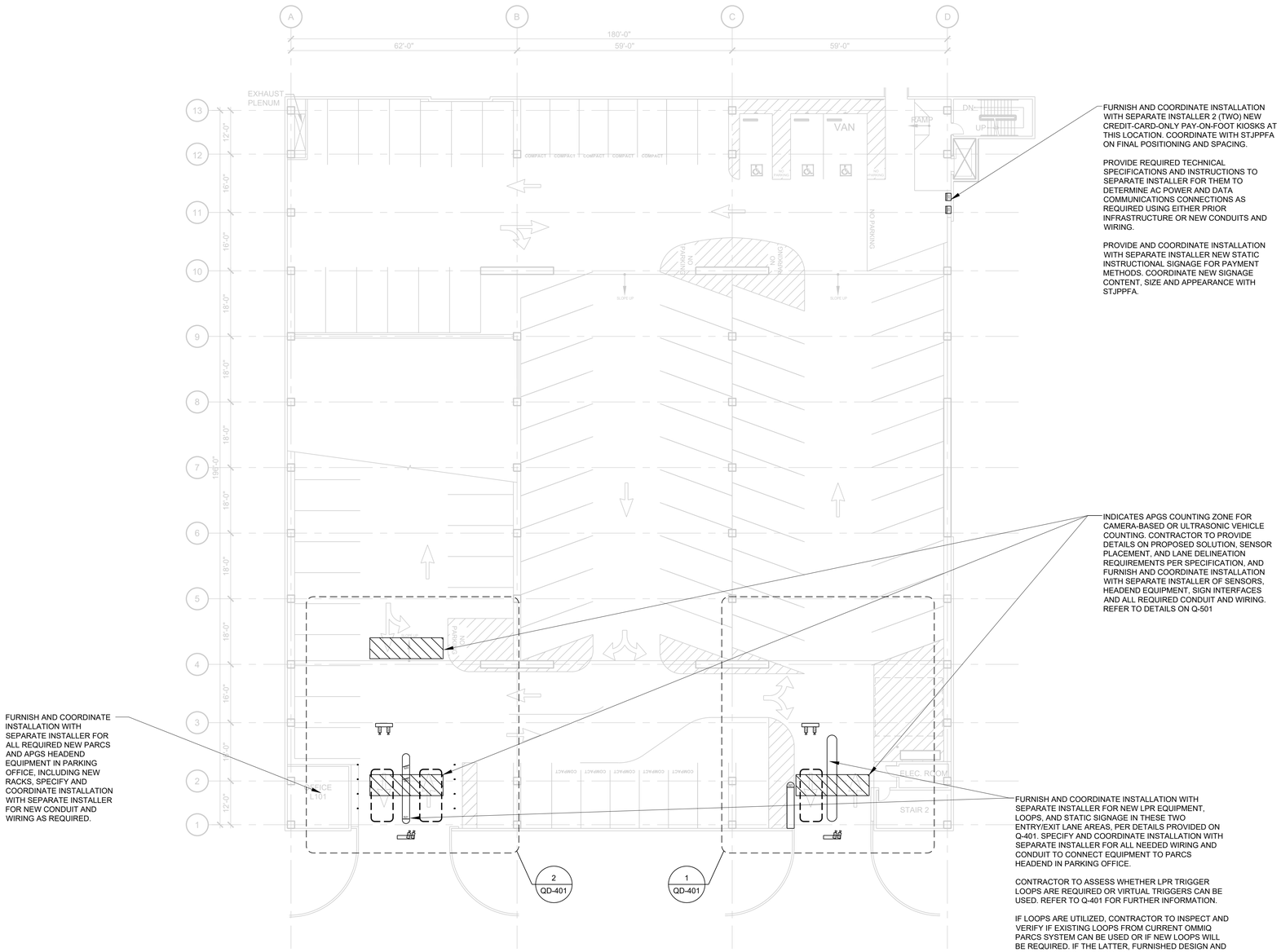
PROJECT NO: 33-002350.00
DRAWN BY: AO
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SHEET TITLE:
**NEW PARCS SYSTEM ENTRY/EXIT LANE DEMOLITION PLAN**

QD-401

---- 4/3/2024 1:48:49 PM ----

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FURNISH AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER 2 (TWO) NEW CREDIT-CARD-ONLY PAY-ON-FOOT KIOSKS AT THIS LOCATION. COORDINATE WITH STJPPFA ON FINAL POSITIONING AND SPACING.

PROVIDE REQUIRED TECHNICAL SPECIFICATIONS AND INSTRUCTIONS TO SEPARATE INSTALLER FOR THEM TO DETERMINE AC POWER AND DATA COMMUNICATIONS CONNECTIONS AS REQUIRED USING EITHER PRIOR INFRASTRUCTURE OR NEW CONDUITS AND WIRING.

PROVIDE AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER NEW STATIC INSTRUCTIONAL SIGNAGE FOR PAYMENT METHODS. COORDINATE NEW SIGNAGE CONTENT, SIZE AND APPEARANCE WITH STJPPFA.

INDICATES APGS COUNTING ZONE FOR CAMERA-BASED OR ULTRASONIC VEHICLE COUNTING. CONTRACTOR TO PROVIDE DETAILS ON PROPOSED SOLUTION, SENSOR PLACEMENT, AND LANE DELINEATION REQUIREMENTS PER SPECIFICATION, AND FURNISH AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER OF SENSORS, HEADEND EQUIPMENT, SIGN INTERFACES AND ALL REQUIRED CONDUIT AND WIRING. REFER TO DETAILS ON Q-501

FURNISH AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER FOR ALL REQUIRED NEW PARCS AND APGS HEADEND EQUIPMENT IN PARKING OFFICE, INCLUDING NEW RACKS, SPECIFY AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER FOR NEW CONDUIT AND WIRING AS REQUIRED.

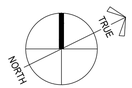
FURNISH AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER FOR NEW LPR EQUIPMENT, LOOPS, AND STATIC SIGNAGE IN THESE TWO ENTRY/EXIT LANE AREAS, PER DETAILS PROVIDED ON Q-401. SPECIFY AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER FOR ALL NEEDED WIRING AND CONDUIT TO CONNECT EQUIPMENT TO PARCS HEADEND IN PARKING OFFICE.

CONTRACTOR TO ASSESS WHETHER LPR TRIGGER LOOPS ARE REQUIRED OR VIRTUAL TRIGGERS CAN BE USED. REFER TO Q-401 FOR FURTHER INFORMATION.

IF LOOPS ARE UTILIZED, CONTRACTOR TO INSPECT AND VERIFY IF EXISTING LOOPS FROM CURRENT OMMIQ PARCS SYSTEM CAN BE USED OR IF NEW LOOPS WILL BE REQUIRED. IF THE LATTER, FURNISHED DESIGN AND MATERIALS FOR AND COORDINATE WITH SEPARATE INSTALLER THE INSTALLATION OF THE NEW TRIGGER LOOPS.

## 01 NEW PARCS PLAN - GROUND LEVEL

1/16" = 1'-0"




## EQUIPMENT LEGEND

| EQUIPMENT | DEFINITION |
|---|---|
| 6'-0" / 2'-6" | TYPICAL LOOP |
| LPR | LICENSE PLATE RECOGNITION CAMERA |
| CC | CREDIT CARD ONLY PAY ON FOOT KIOSK |
| | APGS COUNTING ZONE |

## SIGN KEY

(TYPICAL ALL TIERS)

SS 0 — MARK (SEE SIGN SCHEDULE)

FACE OF SIGN

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# SOUTH LAKE TAHOE
## GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

| ISSUE: | DESCRIPTION | DATE | MARK |
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| | 95% CD SUBMITTAL | 12/16/2022 | |

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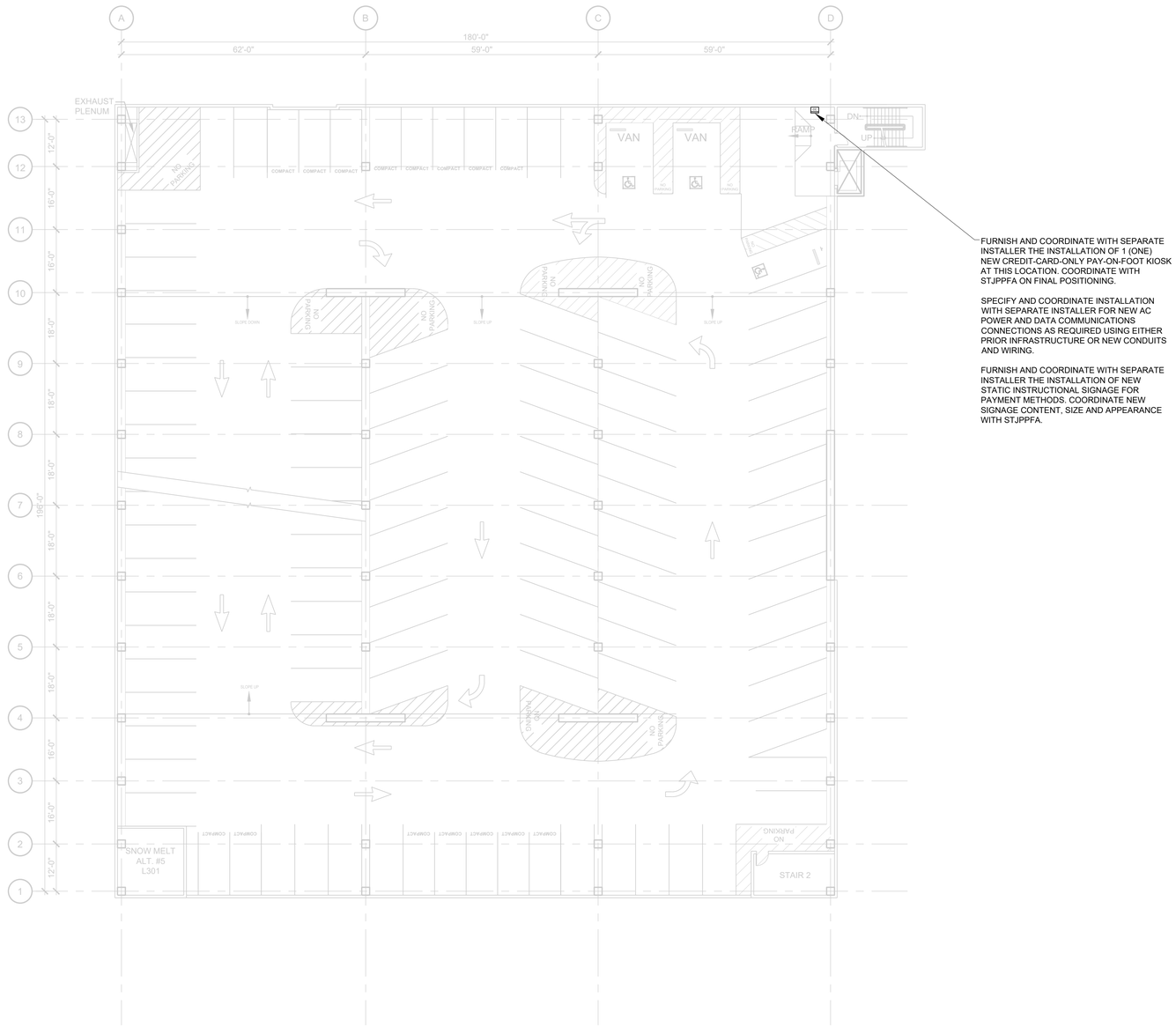
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**NEW PARCS/ APGS SYSTEM -- NEW GARAGE EQUIPMENT GROUND LEVEL PLAN**

Q-101

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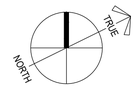

FURNISH AND COORDINATE WITH SEPARATE INSTALLER THE INSTALLATION OF 1 (ONE) NEW CREDIT-CARD-ONLY PAY-ON-FOOT KIOSK AT THIS LOCATION. COORDINATE WITH STJPPFA ON FINAL POSITIONING.

SPECIFY AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER FOR NEW AC POWER AND DATA COMMUNICATIONS CONNECTIONS AS REQUIRED USING EITHER PRIOR INFRASTRUCTURE OR NEW CONDUITS AND WIRING.

FURNISH AND COORDINATE WITH SEPARATE INSTALLER THE INSTALLATION OF NEW STATIC INSTRUCTIONAL SIGNAGE FOR PAYMENT METHODS. COORDINATE NEW SIGNAGE CONTENT, SIZE AND APPEARANCE WITH STJPPFA.

## 01 NEW PARCS PLAN - SECOND LEVEL

1/16" = 1'-0"




## EQUIPMENT LEGEND

| EQUIPMENT | DEFINITION |
|---|---|
| 6'-0" / 2'-6" | TYPICAL LOOP |
| LPR | LICENSE PLATE RECOGNITION CAMERA |
| CC | CREDIT CARD ONLY PAY ON FOOT KIOSK |
| | APGS COUNTING ZONE |

## SIGN KEY

(TYPICAL ALL TIERS)

IS10 — MARK (SEE SIGN SCHEDULE); FACE OF SIGN


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# SOUTH LAKE TAHOE
## GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

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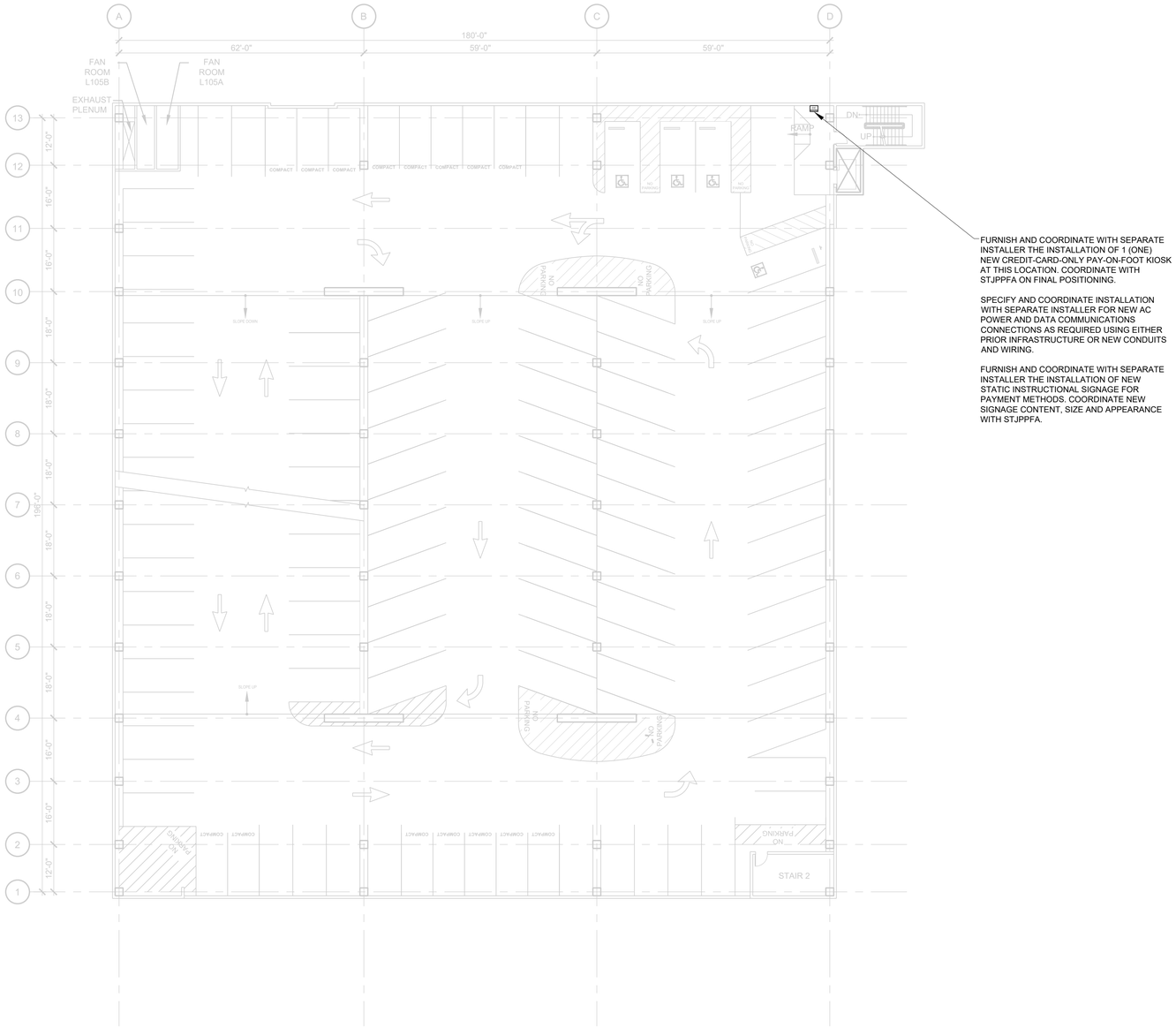
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DRAWN BY: AO
CHECKED BY: PF
SHEET TITLE:

**NEW PARCS/ APGS SYSTEM -- NEW GARAGE EQUIPMENT SECOND LEVEL PLAN**

Q-102

---- 4/3/2024 1:48:09 PM ----

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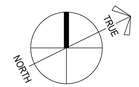



FURNISH AND COORDINATE WITH SEPARATE INSTALLER THE INSTALLATION OF 1 (ONE) NEW CREDIT-CARD-ONLY PAY-ON-FOOT KIOSK AT THIS LOCATION. COORDINATE WITH STJPPFA ON FINAL POSITIONING.

SPECIFY AND COORDINATE INSTALLATION WITH SEPARATE INSTALLER FOR NEW AC POWER AND DATA COMMUNICATIONS CONNECTIONS AS REQUIRED USING EITHER PRIOR INFRASTRUCTURE OR NEW CONDUITS AND WIRING.

FURNISH AND COORDINATE WITH SEPARATE INSTALLER THE INSTALLATION OF NEW STATIC INSTRUCTIONAL SIGNAGE FOR PAYMENT METHODS. COORDINATE NEW SIGNAGE CONTENT, SIZE AND APPEARANCE WITH STJPPFA.

01 NEW PARCS PLAN - THIRD LEVEL
1/16" = 1'-0"




## EQUIPMENT LEGEND

| EQUIPMENT | DEFINITION |
|---|---|
| 6'-0" / 2'-6" | TYPICAL LOOP |
| LPR | LICENSE PLATE RECOGNITION CAMERA |
| CC | CREDIT CARD ONLY PAY ON FOOT KIOSK |
| | APGS COUNTING ZONE |

## SIGN KEY
(TYPICAL ALL TIERS)

IS10
- MARK (SEE SIGN SCHEDULE)
- FACE OF SIGN

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Walker Consultants
Project Number: 33-002350

LICENSED ARCHITECT
JUSTIN MING-MIN CHANG
No. C-31920
09/30/23
RENEWAL DATE
STATE OF CALIFORNIA

# SOUTH LAKE TAHOE
## GARAGE UPGRADE
SOUTH LAKE TAHOE, CA

| ISSUE: | DESCRIPTION | DATE | MARK |
|---|---|---|---|
| | 100% CD ISSUED FOR RFP | 04/19/2024 | |
| | 95% CD SUBMITTAL | 12/16/2022 | |

PROJECT NO: 33-002350.00
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SHEET TITLE:

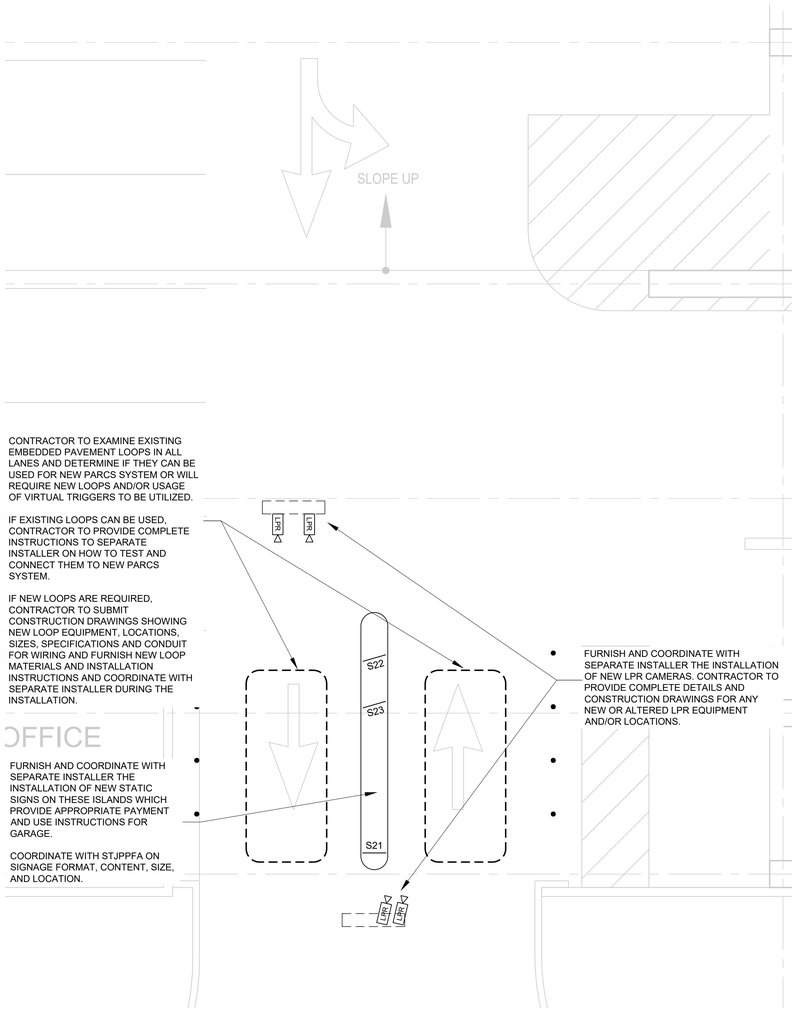
**NEW PARCS/ APGS SYSTEM -- NEW GARAGE EQUIPMENT THIRD LEVEL PLAN**

Q-103

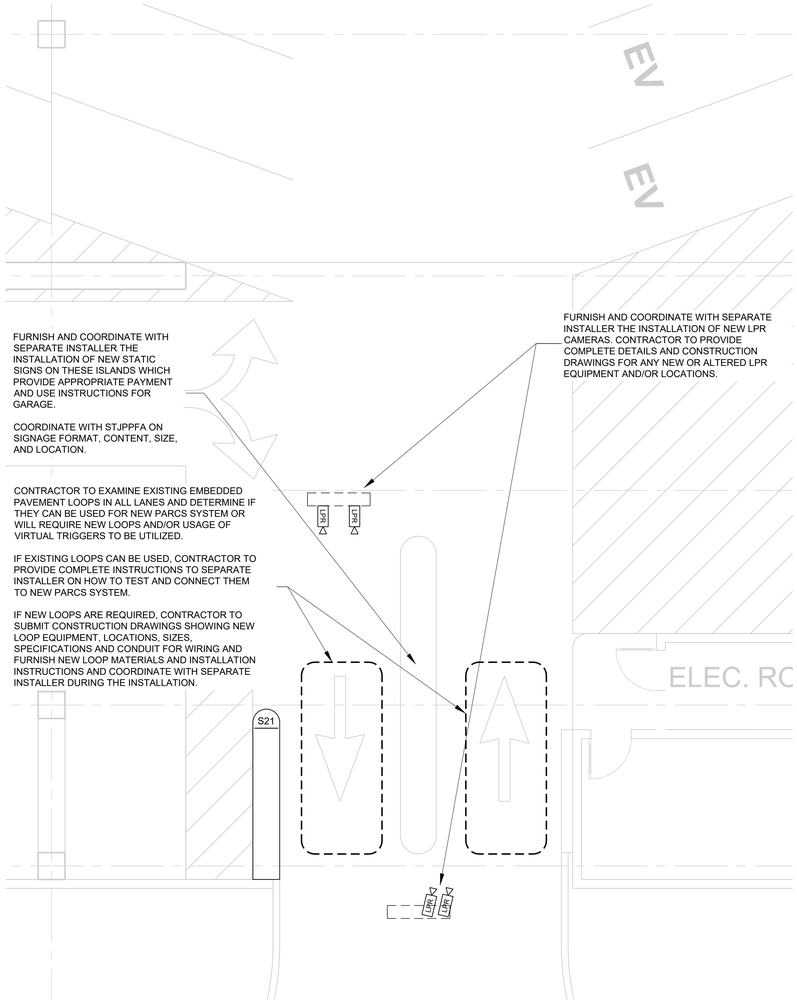
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928

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02 SOUTH ENTRY/EXIT PLAZA
3/16" = 1'-0"




01 NORTH ENTRY/EXIT PLAZA
3/16" = 1'-0"

## EQUIPMENT LEGEND

| EQUIPMENT | DEFINITION |
|---|---|
| | TYPICAL LOOP |
| LPR | LICENSE PLATE RECOGNITION CAMERA |
| CC | CREDIT CARD ONLY PAY ON FOOT KIOSK |
| | APGS COUNTING ZONE |

## SIGN KEY
(TYPICAL ALL TIERS)

S10 — MARK (SEE SIGN SCHEDULE); FACE OF SIGN


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| | |
|---|---|
| PROJECT NO: | 33-002350.00 |
| DRAWN BY: | AO |
| CHECKED BY: | PF |

SHEET TITLE:
**NEW PARCS SYSTEM ENTRY/EXIT LANE EQUIPMENT PLAN**

Q-401

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927

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01 APGS DIGITAL SIGN PLAN
1/16" = 1'-0"

**LEGEND:**

| | |
|---|---|
| DS3 | DIGITAL SIGN - MARK INDICATES FRONT FACE OF SIGN |
| - - - - - | POTENTIAL POWER/DATA CONDUIT PATHWAY |


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PROJECT NO: 33-002350.00
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SHEET TITLE:
**NEW PARCS/ APGS SYSTEM**
**NEW APGS DIGITAL SIGNS**

Q-403

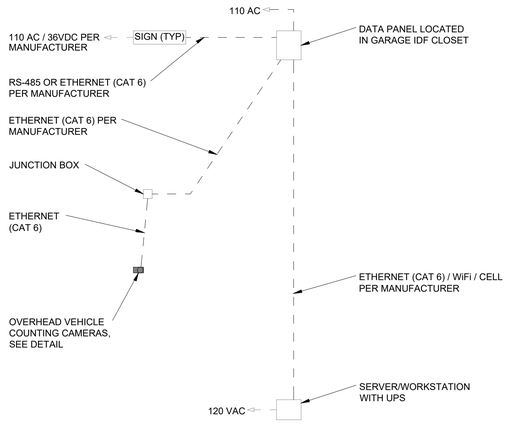
TRUE
NORTH


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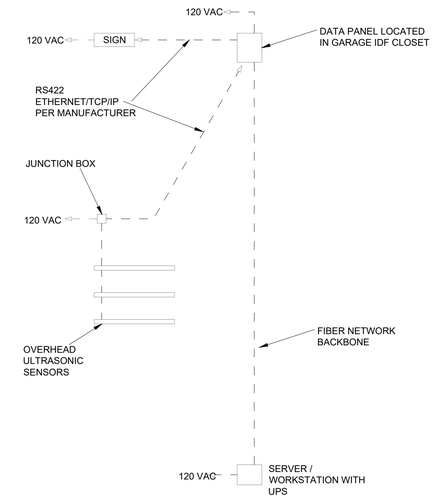


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## 04 OVERHEAD VEHICLE COUNTING CAMERA WIRING DIAGRAM

3/8" = 1'-0"




## 02 OVERHEAD ULTRASONIC SENSOR WIRING DIAGRAM

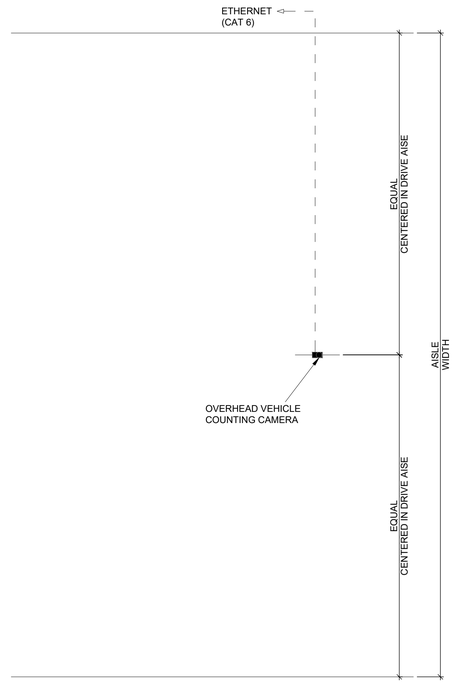
3/8" = 1'-0"



1. DETECTION ZONE FOR OVERHEAD VEHICLE COUNTING SENSORS. CONTRACTOR TO PROVIDE DETAILS IN PROPOSAL ON SENSOR PLACEMENT. MOUNTING AND ANY REQUIRED LANE DELINEATION.

## 05 DETECTION ZONE

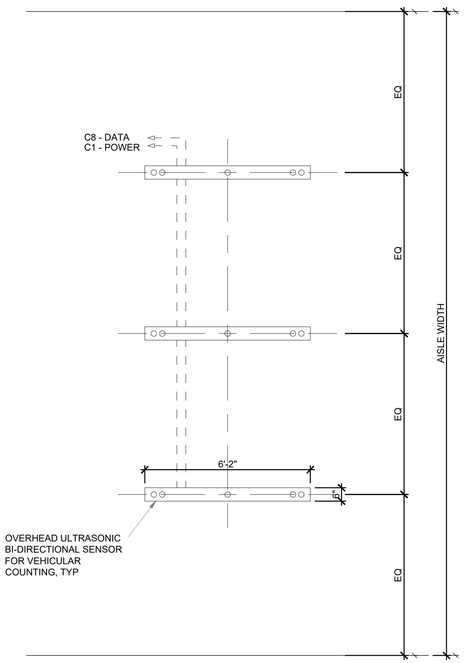
1" = 1'-0"




NOTES:
1. MOUNT CAMERA PER MANUFACTURER'S SPECIFICATIONS
2. SEE DETAIL 4/EQ-801 FOR WIRING DIAGRAM.
3. OVERHEAD ULTRASONIC BI-DIRECTIONAL SENSORS MAY BE USED IN LIEU OF VEHICLE DETECTION CAMERA

## 03 OVERHEAD VEHICLE COUNTING CAMERA

3/8" = 1'-0"




## 01 OVERHEAD ULTRASONIC SENSOR

3/8" = 1'-0"

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| | |
|---|---|
| PROJECT NO: | 33-002350.00 |
| DRAWN BY: | AO |
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SHEET TITLE:
**APGS COUNTING SENSOR DETAILS**

Q-501

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628

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**DS-1 SPACE AVAILABILITY SIGN**

DIGIT DISPLAY TO HAVE MINIMUM HEIGHT OF 7". STATIC LETTERING AND ARROW TO HAVE MINIMUM CAP HEIGHT OF 5".

DIGITS TO SHOW SPACE AVAILABILITY COUNT OR THE WORD OPEN IN GREEN, OR THE WORDS FULL OR CLSD IN RED.

POWER TO BE 12-24VDC OR120VAC. DATA COMMUNICATIONS TO GARAGE APGS HEADEND TO BE PREFERABLY VIA HARD-WIRED CAT6 OR AS BACKUP VIA CELLULAR DATA.

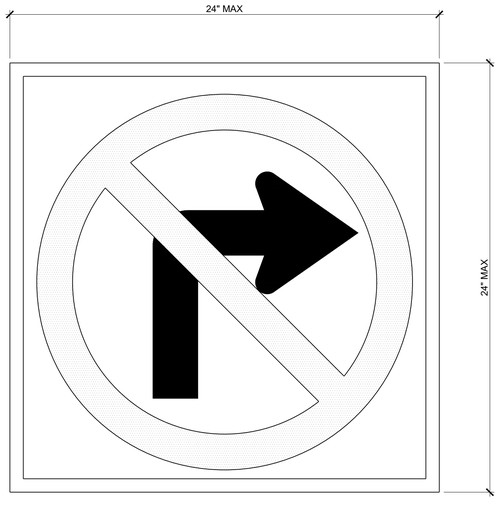
MOUNTING METHOD TO BE PEDESTAL WITH LEGS AND CONCRETE FOOTINGS, OF ADEQUATE HEIGHT FOR SIGN TO REMAIN ABOVE SNOW DRIFT LEVEL.

COORDINATE SIGN SIZE, APPEARANCE, ENCASEMENT STYLE, FOOTING DESIGN, WORDING, LED COLOR, AND MOUNTING METHOD WITH STJPPFA.

STATIC LETTERING AND ARROW TO BE WHITE.

ENCASEMENT AND LEGS TO BE POWDER COATED IN "BLACK GREEN", COLOR CODE RAL6012. AN APPROVED PRODUCT IS BLACK GREEN ENDURA-SHIELD IV, TNEMEC SEMIGLOSS HIGH BUILD ACRYLIC POLYURETHANE ENAMEL NO. 75-J7751. CONTRACTOR MUST SUBMIT PRODUCT SPECIFICATIONS AND COLOR SAMPLE FOR APPROVAL BY THE CITY ENGINEER.

03 DS-1 SPACE AVAILABILITY SIGN
1 1/2" = 1'-0"




**DS-2 "NO RIGHT TURN" SIGN**

SIGN TO BE ILLUMINATED WITH NO RIGHT TURN SYMBOL OR DARK UNDER REMOTE APGS COMMUNICATIONS CONTROL.

COORDINATE SIGN SIZE, APPEARANCE, ENCASEMENT STYLE AND COLOR, WORDING, LED COLOR, ENCASEMENT COLOR, AND MOUNTING METHOD WITH STJPPFA.

POWER TO BE 12-24VDC OR 120VAC. ON/OFF CONTROL COMMUNICATIONS TO BE HARD-WIRED TO APGS HEADEND.

MOUNTING METHOD TO BE ON EXISTING STOP SIGN POLE AT HEIGHT SO AS TO REMAIN ABOVE SNOW DRIFT LEVEL.

CONFIRM LOAD BEARING CAPABILITY OF EXISTING STOP SIGN POLE WITH STJPPFA.

02 DS-2 "NO RIGHT TURN" SIGN
3" = 1'-0"




**DS-3 "LEVEL 1 FULL" SIGN (ADD-ALTERNATE)**

SIGN TO BE ILLUMINATED WITH MESSAGE SHOWN OR DARK UNDER APGS CONTROL.

LETTERS AND SYMBOLS TO HAVE MINIMUM CAP HEIGHT OF 4".

ON/OFF CONTROL COMMUNICATIONS TO APGS HEADEND TO BE HARD-WIRED.

COORDINATE SIGN SIZE, APPEARANCE, ENCASEMENT STYLE, FOOTING DESIGN, WORDING, LED COLOR, AND MOUNTING METHOD WITH STJPPFA.

POWER TO BE 12-24VDC OR 120VAC.

MOUNTING METHOD TO BE PEDESTAL WITH LEGS AND CONCRETE FOOTINGS, OF ADEQUATE HEIGHT FOR SIGN TO REMAIN ABOVE SNOW DRIFT LEVEL.

STATIC LETTERING AND ARROW TO BE WHITE.

ENCASEMENT AND LEGS TO BE POWDER COATED IN "BLACK GREEN", COLOR CODE RAL6012, AN APPROVED PRODUCT IS BLACK GREEN ENDURA-SHIELD VI, TNEMEC SEMIGLOSS HIGH BUILD ACRYLIC POLYURETHANE ENAMEL NO. 75-J7751. CONTRACTOR MUST SUBMIT PRODUCT SPECIFICATIONS AND A COLOR SAMPLE FOR APPROVAL BY THE CITY ENGINEER.

01 DS-3 LEVEL 1 FULL SIGN
1 1/2" = 1'-0"

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PROJECT NO: 33-002350.00
DRAWN BY: AO
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SHEET TITLE:
**APGS SIGNAGE DETAILS**

Q-502

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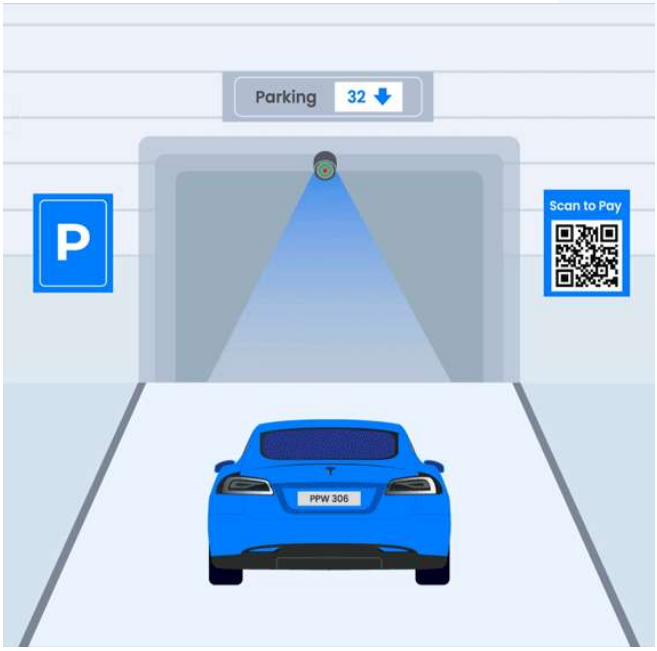
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# EXHIBIT I

## Contractor's Proposal and Supplemental Responses

## A. Cover Letter

# South Lake Tahoe
# APGS and Gateless PARCS Proposal




Proposal is valid for 120 days from submission date

RFP 05-15-24 - GATELESS PARCS AND APGS EQUIPMENT AND SOFTWARE AND ON-GOING MAINTENANCE AND SUPPORT

**Prepared by:**
EnSight Technologies LLC.

Steven Oakes
Sales and Implementation Manager, Western Territories
steven@ensight-technologies.com
1955 Cordell Court, Suite 104
San Diego, CA 92020 United States
Office: +1 (619) 229-8319
Cell: +1 (619) 681-4722
Contractors License # 1085339 B, C-7 C61/D28

**Prepared for:**
South Tahoe Joint Powers Parking Financing Authority (STJPPFA),
Director of Public Works

**A. Cover Letter**

**B. Executive Summary**

**C. Company History, Background, and Experience**

EnSight Technologies

Flowbird

**D. Project Manager and Project Team**

EnSight Team

Flowbird Team

**E. Scope of Work/Implementation**

**EnSight APGS**

EnSight Eyes

EnSight Signage

EnSight Connect

EnSight Plates

System Sustainability: Software and Support Service Agreement "SSSA"

**Gateless PARCS**

Technology Overview

Block Face with Different Policies

Wireless Two-Way Communication

Pay Station Display

Pay Station Display

Payment and PCI Compliance

Clock

Pay Station Power

Security and Maintenance

Warranty and Support

Training

Data/ Integration

Other Services

Integrated 2 Way Video Intercom by Parker Technologies

**Project Approach**

APGS Scope

Gateless PARCS

**F. Project Budget**

Proposal and Pricing Assumptions

Proposed Project Payment Terms

EnSight Warranty Information

Flowbird Warranty Information

**G. Description of Recent Projects/References**

EnSight References

Redwood City, California

EnSight References

St Jude Memphis Hospital

Stanford Health Care

Arizona State University - Novus Garage

2nd and PCH – Long Beach, California

Flowbird References

Pittsburgh Parking Authority

City of Detroit

City of Monterey

# B. Executive Summary

EnSight Technologies is proud to submit our response to South Lake's recent RFP for a Gateless PARCS and Automatic Parking Guidance System (APGS) for the South Lake Tahoe parking garage.

EnSIght is furnishing this proposal to outline our solution for the APGS technology offering and the option to contract the Gateless PARCS under a single organization. As a California-based technology company and contractor, EnSight is collaborating with Flowbird to offer a best-of-breed solution for both the APGS and the Gateless PARCS.

Our market-leading, in-motion, vision-based parking occupancy management system has the native software capabilities to layer on License Plate Recognition technology via our EnSight plates module.  If the City selects our team to cover both scopes, our car counting cameras will simply be upgraded to our dual lens camera to count cars and scan license plates, limiting infrastructure and unifying the vision technology.

On the Gateless side, Flowbird provides clients with innovative, flexible, and reliable parking management and payment solutions. They will supply industry-leading smart parking kiosks that integrate with your preferred enforcement vendors, fulfilling South Lake's vision for a fully integrated parking ecosystem.

Locally, EnSight solutions are utilized in Redwood City and the City of Stockton. Beyond these California city references; we have deployed systems in over 20 additional California locations and systems in 17 states nationwide.

Flowbird's global footprint extends throughout California in cities such as Paso Robles, Oceanside, Port of San Diego, Artesia, Pomona, LA Parks and Rec, and the City of Los Angeles.

After reviewing the RFP, we are confident our technology stands above the competition for the APGS. With the offering from our Flowbird, the collective technologies will also meet the goals and objective for the gateless PARCS.

Please feel free to reach out to us if you have any questions on our proposal. We are excited about this new project, and we look forward to working with your team.

Sincerely,

Chris Scheppmann
Managing Member
chris@ensight-technologies.com

# C. Company History, Background, and Experience

## EnSight Technologies

Address: 1955 Cordell Court Suite 104, San Diego, Ca 92020
Federal Tax ID: 83-1624416

EnSight Technologies, LLC was formally launched in 2018 and headquartered in San Diego, California. Our founding members built (est. 2002) and sold a company called APS Technology Group in 2012 that developed and delivered Optical Character and License Plate Recognition Systems to track, scan, and identify containerized cargo and trucks globally for 12 years. Upon sale, our technology was in 14 countries worldwide. Our founding members took our collective experience developing and building optical vision systems to the parking market in 2018.

At EnSight we are a team built of technology and parking professionals. The team consists of 13 team members to cover our sales, engineering, project implementation and customer success team. Future, we are backed by our sister company that has 40 employees with expertise in system integrations.

Our mission at EnSight is simple: to provide the smart, simple, and scalable parking occupancy management systems that work for every parking provider. We are a software solutions company that has developed our proprietary AI-based object detection and tracking software that integrates with off-the-shelf cameras and hardware. We believe in smart simplicity to provide the most accurate counting system in the parking market.

At the end of the day, we're committed to making parking smart, simple, and scalable. All while keeping it affordable for the everyday parking providers.

Our solution delivers instant occupancy counts, an integrated LPR module, customizable dynamic signage, and an open API infrastructure, all within a smart, economical, and flexible parking occupancy management system. Working across many industries with clients big and small, we're giving parking providers a solution that's made for them, while enhancing the parking experience for all.

The key differentiators of the EnSight Parking Technology EcoSystem include:

1. Experience
    - Our background is in Machine Vision technology. Our Principles have been developing installing and servicing Machine Vision systems globally for over 17 years.
2. Guaranteed Accuracy
    - The EnSight System guarantees the count accuracy will be 99% or greater at each counting node. Unlike loop-based systems, our solution guarantees accuracy and will get smarter and more accurate over time, with scheduled system enhancements and upgrades through our software and support services agreement.
    - Unlike loops, our camera-based system allows us to visualize the accuracy and performance of the system to enable troubleshooting or enhancements to be made for specific use cases.
3. Software-Driven, Not Mechanical
    - EnSight unlike its direct competitors uses its own, proprietary counting software. We do not rely on camera providers to build our counting algorithm, which allows us to constantly improve our system to ensure the highest possible accuracy levels and system support.
    - The EnSight system is driven by advanced software using neural networks and deep learning which eliminates the need for unsightly counting technology and allows for continuous system improvement.
    - EnSight has the ability to leverage existing cameras for counting.
4. Proactive Remote Support and Troubleshooting
    - Once commissioned, the system is easy to adjust/troubleshoot remotely. EnSight monitors all hardware and software devices through our EnSightful Cloud Portal. If there is a hardware or software device that goes offline or

malfunctions, an automated alert is sent immediately to our support team.

5. Easily Scalable
    - If the client wants to scale the system, additional cameras or sensors can be added down the road.
6. Remotely Accessible From Anywhere, Anytime, Any Device.
    - The front-end portal is cloud-based and does not require clunky remote desktop applications.
    - The Cloud portal allows you to see live and historical metrics to allow you to make key parking management decisions.

## Flowbird




Flowbird is one of the world's largest providers of parking and mobility solutions. In January 2018, Parkeon and Cale merged together to change the urban mobility landscape and reinforce its position as a Global Worldwide Leader in Urban Intelligence and Mobility. We have more than 100 combined years of experience in the parking industry with systems in more than 70 countries. With more than 1,300 employees around the globe, the company has an annual revenue of over $300 million. Company expansion is not necessary to perform this project, and our team can stay within the promised deadlines.

Managing that change with our clients has always been our strength. We solve Smart City challenges going well beyond the concept of parking. We design and build complete ecosystems with strong Business to Business and Business to Consumer components covering a wide variety of services like:

- Managing technology convergence: On-Street, Off-Street Parking, Electric Vehicle Charging, and Transit
- Simplifying mobility to citizens by helping drivers to find a space using real-time occupancy analytics
- Collecting and sharing mobility data in real-time through our Open Data Analytics platform
- Global and Digital approaches in managing user rights and digital permits, including data correlations for optimum dynamic pricing strategies
- License Plate Recognition PARCS Systems for Off-Street Garages
- Reinforced communication: Pushing local information to residents and visitors
- Invigorating downtown commerce through hyper-local advertising and couponing campaigns

Complex projects have kept us on the leading edge of the industry and, as a result, we remain the forerunner in the delivery of highly advanced parking and transit control systems. Most importantly, our systems are designed for the long run with strong local support in the U.S. and Canada to enable your team and operations to benefit the most from our technology and know-how. Our systems are flexible, scalable, and future-proof.

# D. Project Manager and Project Team

## EnSight Team



Ehren Kellogg, Project Manager

Ehren will be responsible for overall project management, drawings, network diagrams, and subcontractor coordination on installation and infrastructure tasks. With over 20 years in the Parking industry of an IT background and 8 years of project management experience, Ehren has worn many 'hats' along the way. Getting his start as a parking Installation Technician, he's also held the roles of Product Specialist, IT Manager, Sales Engineer and applies his skills as our Project Manager.



Steven Oakes, Sales Manager, Western Territories

Steven manages sales and solution development for EnSight Technologies. Once a project is sold, he remains in connected as the account manager to ensure the project is delivered based upon the solutions specification sold and committed to our clients. He is responsible for ensuring our proposed solutions meet the needs of your parking assets. Steven has a background in low voltage solution design and camera and digital sign implementations. Outside of work you will find Steven surfing, snowboarding or hiking with his golden retriever, Midas.



Phil Bedford, Sr. System Sustainability Engineer

Phil spearheads our implementation and customer success team and is responsible for ensuring systems are implemented properly and that the sustainability, accuracy, and uptime is achieved, always.

Phil has a computer networking and IT background in building and maintaining server and database networks. When Phil isn't working you will find him building and racing his Pontiac GTO.

Chris Scheppmann, President & CEO



Executive sponsor and oversight of project delivery team. As the Managing Member of EnSight, Chris is in the business of making parking simple. With a Business Degree and MBA, Chris has spent 10 years in the software and technology space. Having gotten his start in transportation, marine ports, and railroads, he led global sales for APS Technology Group to deliver vision-based systems to track and scan containerized cargo. After this company was sold, Chris took over as President and owner of Access Professional Systems ("APS"). With his experience with vision systems and running APS, Chris teamed up with Mike Bedford and Russ Scheppmann to launch EnSight Technologies. Outside of the office, you'll find him surfing, competing in triathlons, traveling the globe, and hunting down the latest food spots.

Mike Bedford, VP of Technology



Mike will lead the software and engineering team from EnSight to deliver the APGS, LPR and liaise with our technology partners to ensure end to end integrations are delivered. Mike will be responsible for leading the product team on system delivery and configuration.

As the Vice President of Technology, Mike draws on years of experience in the software industry, along with a love for all things technical. Holding a Bachelor of Science Degree in Electrical Engineering, Mike has built a notable career in the industry, from working as an avionics technician in the US Navy to leading product development as the hardware and software engineer for APS Technology Group. Teaming up with Chris and Russ to launch EnSight Technologies, Mike combines his expertise in hardware and software engineering to oversee product engineering and R&D. Outside of work, Mike enjoys restoring old cars, playing baseball, and camping with his family.

Sunil Rawal, Lead Software Technologist



Sunil Rawal is a full-stack software engineer with over 20 years of experience in software development.
He is deeply versed in server-side technologies, mobile and web platforms, expert systems and AI, blockchain technologies, and image processing. He holds a Ph.D. in high-energy particle physics and a Masters in natural sciences from Cambridge University in England.
Sunil will lead all software deployment and be responsible for any additional integrations that may be layered on the base system deployment.

## Flowbird Team

Each member of our management team has been in the parking industry for more than a decade. Our team has gained extensive knowledge of our clients' operations and how our technology can enhance parking in downtowns across the country.

**Benoit Reliquet – President**
Benoit leads the North American region for Flowbird, ensuring that our operations in Parking and Transit are successful. Prior to becoming President of Flowbird in February 2015, Benoit was the Research and Development Manager responsible for equipment design and delivery including mechanical, electronic and software development as well as pre-sales support. Leading up to that role, Benoit held positions within the company focused on new product development and engineering, software development, and project management.

Benoit joined Parkeon/Flowbird in 1999 and has an educational background in Electrical Engineering and Computer Science.

**Andreas Jansson – Senior Vice President of Sales**
Andreas manages all activities related to Parking Sales at Flowbird. Prior to the merger of Cale with Parkeon, Andreas oversaw the US operations for Cale, including daily management of the finance, sales, marketing, production, and support teams, serving on the Cale Group Management Team since 2007.

During his ten years of experience in the parking industry, Andreas has focused on improving operational efficiency, system integrations, and the implementation of new technologies. Andreas has held several positions within the Flowbird/Cale Group, primarily focusing on IT, customer support, customer solutions, and product management. Prior to accepting the position as Managing Director of Cale America, Andreas served as Director of Product Management and Operations for the Cale Group, overseeing the product roadmap and product maintenance for the company's full product and services offering.
Andreas's expertise stretches across several fields including international relations, customer relations, product life cycle management, organizational skills, web-based systems, M2M-systems, business communications, and parking optimization.

**Lionel Deperrois – Chief Operations Officer**
Lionel oversees Customer Service, Project Delivery, R&D, Technical Support, and Parkfolio Support Departments for the Flowbird system in North America. His team supports an installed base of over 20,000 pay stations for over 300 client locations along with numerous mobile parking payment app deployments.

Lionel started at Parkeon/Flowbird 15 years ago in our Research & Development department and was on the team that developed contactless smart card for the SNCF rail project which includes 1,500 Ticket Vending Machines throughout France. Lionel then moved onto to manage large projects such as our deployment of 240 Ticket Vending Machines in Toronto. He has worked on various international projects in countries such as France, Morocco, Poland, Canada, and the United States.

# E. Scope of Work/Implementation

In this section EnSight is going to provide an overview of the technology systems for the APGS and Gateless PARCS. Following the technology overviews there is a section on the project implementation approach and general timeline.

## EnSight APGS

The EnSight Ecosystem is designed with simplicity and flexibility at heart. By utilizing the power of deep learning and neuralnetwork technology, we've built a new parking occupancy management solution to bring your parking into the future. Based on asmaller hardware footprint, we've cut out complexity and replaced it with intelligent technology. The result? A better, simplerparking experience.

Below is an overview of the complete EnSight Ecosystem. The included Modules in the APGS scope include: EnSIght eyes, EnSight, Signage, and the EnSight connect. If we are selected for both the APGS and Gateless, EnSight will add the EnSight plates and Revenue Modules to integrte with Flowbird. Optional modules of Surveillance and Spaces can be added on at a later date outside of the project.



At the center of the ecosystem is our intelligent software that communicates to the local site to pull data from all of your hardwareand API integrations. This data is compiled into a centralized, online cloud management portal called EnSightful.

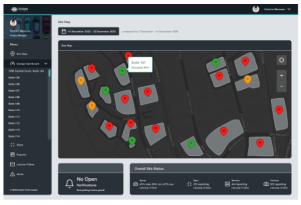
The EnSight Ecosystem starts with our headend server located in the garage that runs the EnSight Parking Intelligence Controller ("EPIC") software to connect to all hardware devices on-site: cameras and signs. The EPIC runs the video feed(s) for the configured cameras through EnSight's Fluid Learning Intelligence ("FLI") engine and EnSight Plates ("EP"), if selected. FLI will do all processing needed to detect and count cars and moving objects that enter or exit through the defined field of view. EP will scan license plates. EPIC detects applicable counts and EP reads from the cameras, logs the event and images, then adjusts the counts on all configured LED signs. The data is stored, and results are pushed to the EnSightful Portal ran on the AWS.

EnSightful will receive data from the server located on-site via a network connection with simple internet access. EnSightful utilizes user accounts and profiles so that access to the data that can be viewed or edited can be controlled for each location. Finally, the EnSightful Portal will also receive and display operational information, as well as alerts (if configured) via email if there is an issue with the hardware or software services. EnSight will monitor and receive alerts when hardware issues are detected as part of the Software and Support Services Agreement (SSSA).






EnSightful Portal Main Dashboard Showing Occupancy, EV Availability and Traffic (Dark Mode)



Suite Occupied (Dark Mode)



Ramp Sign Screen (Dark Mode)

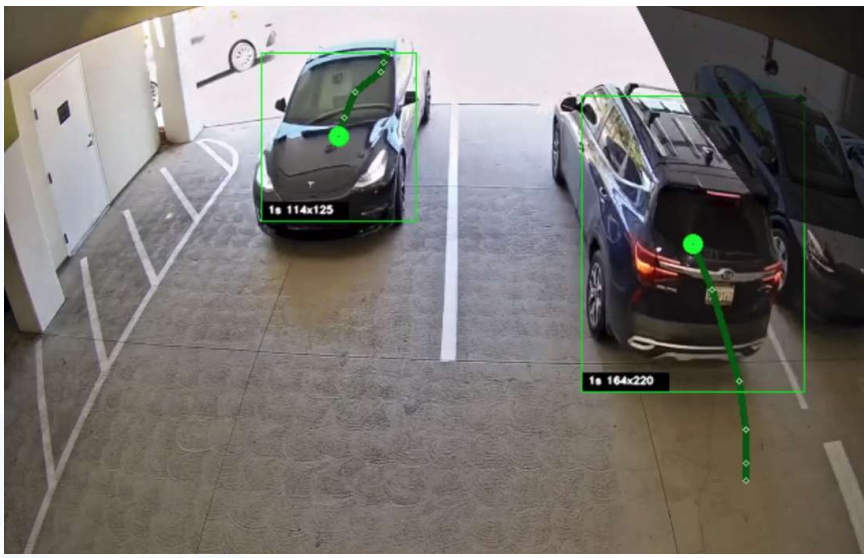
## EnSight Eyes

High- Accuracy Camera-based Vehicle Counting

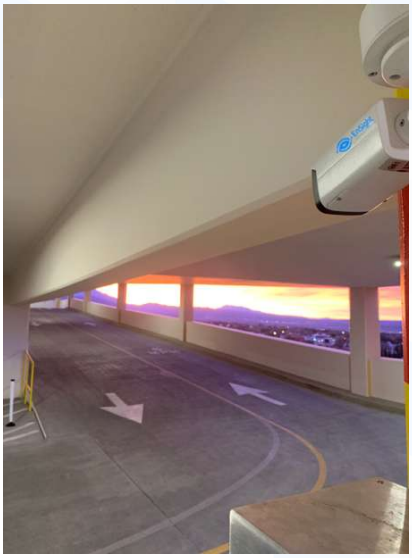



**Rethinking the way you count parking occupancy.**

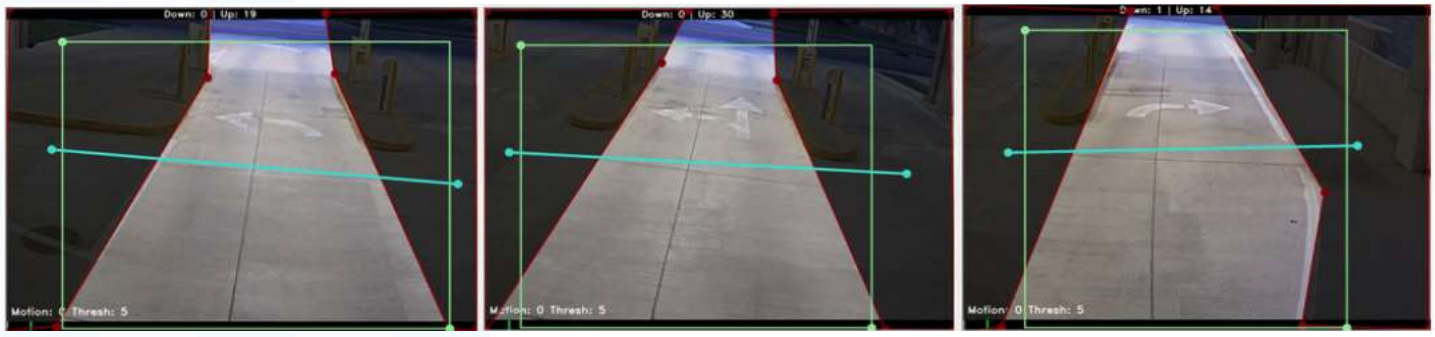
Occupancy Counting with Intelligent Cameras Powered by EnSight's Fluid Learning Intelligence (FLI). We use the power of our neural network-based engine FLI, which enables our cameras to accurately track, scan and count vehicles to provide the industry's most accurate parking occupancy counts.




FLI Counting Car Software Visualization



Ramp Camera



FLI Software View Showing virtual count lines and exclusionary zones

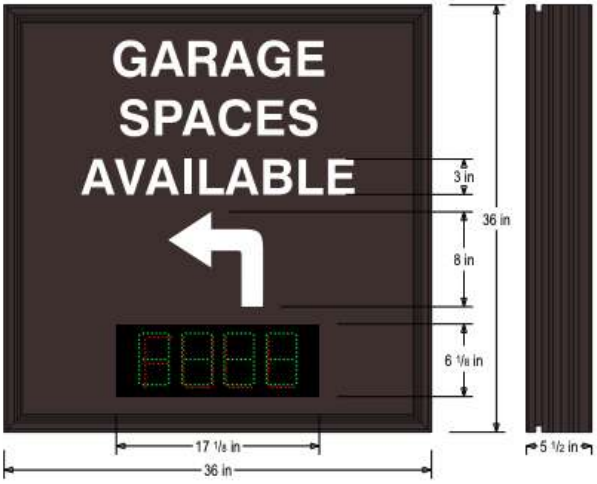
## Accuracy

EnSight boasts the highest count accuracy in the market. EnSight will guarantee each camera node reads at least 99% or greater. The accuracy metrics of the system is not only monitored daily by EnSight, but is accessible and visible to the client from the EnSightful Portal's Truthing Report.

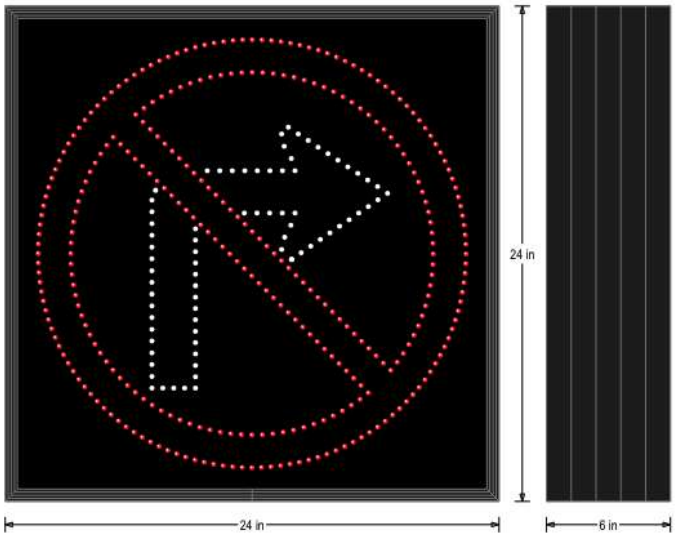
## EnSight Signage

Dynamic digital wayfinding signage to guide parkers to their destination

Guide your drivers towards a better parking experience. Driver-friendly parking count displays show accurate occupancy in an instant.For this project EnSight is providing the signage as required in the RFP with the upgrade options for VMS displays for DS1 and DS3.




DS1




DS2




DS3

## EnSight Connect

The EnSight Connect module is our Open API that is included with out system. This is what we will use to enabe the city to display the parking counts on their city website or an application.

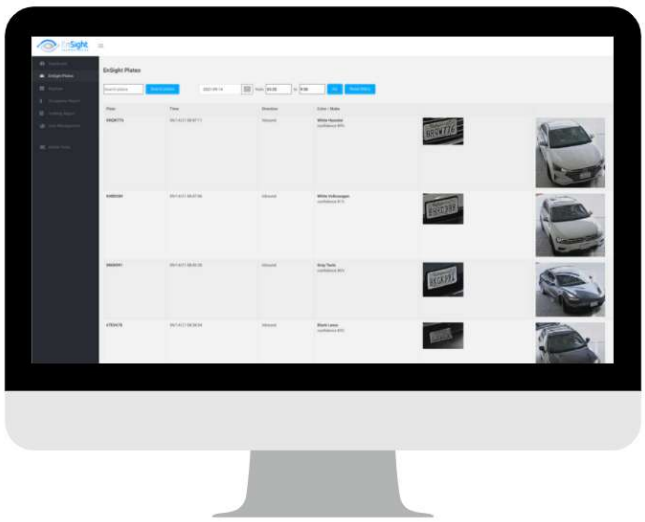
This API will also be utlized for EnSight Plates integration into the gateless system, is selected.

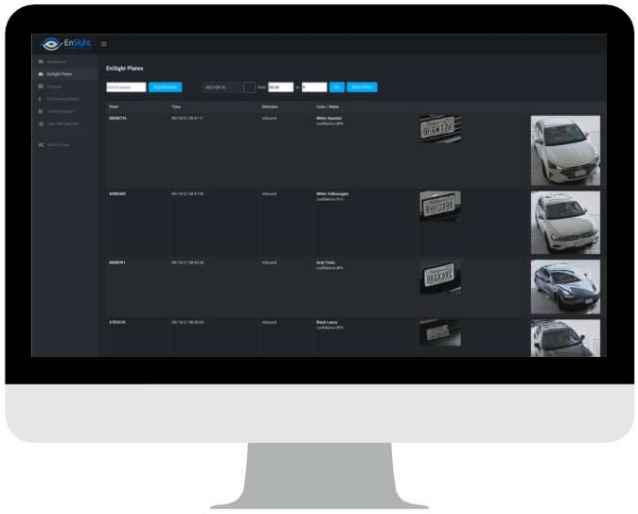
## EnSight Plates

EnSight plates is the upgrade module that will be includes the city wants ensight to intgrate our LPR with the Gateless PARCS. The EnSight Plates software is a machine learning based LPR software that produce some of the highestest LPR accuracies in the market.

### Know how many and who is parking with the License Plate Recognition module

EnSight Plates is an expansion software module that enables your EnSightful Ecosystem the ability to incorporate automated License Plate Recognition (LPR). Adding these data elements to your Ecosystem enables parking operators access to additional data layers and increased business intelligence that pairs well with parking guidance and parking occupancy management. As an additional layer to EnSight Eyes, as parkers enter transaction zones the EnSight FLI Software will begin tracking the vehicle as they enter. Once the Vehicle enters the capture zone, EnSight Plates will scan and process the license plate image to record the license plate "LP" ID. The LP will then be logged and sorted into a transaction location on the EnSightful Portal.





### LPR Inventory and Last Location

EnSight Plates adds a database of license plate details for paid parking integration, security and safety purposes while noting each vehicle's last known location.




### API Calls with Payment Databases

Match LPR data against paid parker databases to quickly and easily flag parking violators and allow smooth egress for paid plates.

### Enable Hotlists to Flag Unauthorized Parkers

With EnSight Plates you no longer have to wonder if unauthorized parkers are using valuable inventory. Pairing data generated by EnSight's FLI Cameras and your database of known unauthorized parkers, the EnSightful Ecosystem can easily alert you to violators.




### Additional Data Layers

EnSight Plates offers deeper reporting to your Ecosystem by adding analytics on current inventory, average dwell time, and capture rates.

## System Sustainability: Software and Support Service Agreement "SSSA"

In order to provide the highest level of service to clients, the EnSight Client Service Center (CSC) is available to clients during working hours and our support team is on call for emergency requests. The CSC combines people, tools, and processes to ensure deployed systems maintain the highest availability possible. The CSC is closely aligned with the network of local support partners who provide preventative and emergency services to systems installed at a facility. Our local support team is prepared to provide boots-on-the-ground service when needed, as well as perform Quarterly Preventative Maintenance (PMs). PMs will be a two-day process per Quarter.

**Key service & support functions include:**

- Proactive monitoring and validation of system events and alert conditions
- System software upgrades
- Incident tracking and reporting tools
- Client training and access to EnSight Digital Training Library
- Emergency remote and local response service calls- Billed on T&M

The core of the system is our skilled team of system maintenance technicians, backed up by highly automated monitoring, alerting, reporting, and tracking systems. Using these systems, our client support team monitors, measures, adjusts, upgrades, and repairs installation sites nationally.

### System Software Upgrades and Updates

All System upgrades and updates are included with the Annual SSSA. As updated versions of EnSight software become available, the Alert System is used to complete the updates automatically. Any upgrades are rolled out on schedule from the CSC and must be pre-approved prior to release.

### Monthly System Reports

Monthly reports are generated from the Ticketing System and emailed to clients for their review. These reports summarize all the system and service activity in the last month for their site.

Below is our System Sustainability Checklist.

| Frequency | Description | Responsibility |
|---|---|---|
| Daily | Validate Network Status and computer/IP device availability | EnSight |
| Daily | Review Operation/Activity Reports<br>1. Note Changes in Performance or system outages<br>2. Respond to abnormal or deteriorating conditions | EnSight |
| Daily | Respond to non-critical Client e-mail/phone messages | EnSight |
| Quarterly | Physical Review of Equipment<br>1. Note, report, and/or repair damaged equipment on approval | Local Suport Partner |
| As Needed | Send report to project stakeholders noting outages (as needed) | EnSight |
| Quarterly | Computer Maintenance<br>1. Check for abnormal or changed application settings<br>2. Review general computer usage sets<br>3. Perform scheduled file archives<br>4. Check for operating system related updates and perform as required<br>5. Check for application updates and perform as required | EnSight |
| Quarterly | Equipment Cleaning<br>1. Check and clean cameras<br>2. Check and clean equipment in NEMA enclosures<br>3. Clean lighting illuminators<br>4. Check lighting illuminators for moisture and condensation | Local Suport Partner |
| Quarterly | Equipment Adjustments<br>1. Check camera alignment and adjust as requested<br>2. Check sensor alignment and adjust as requested<br>3. Check enclosure integrity plus AC<br>4. Check Cabling and adjust as required | Local Suport Partner |

### Cloud License for EnSightful Portal

EnSight will provide access to the EnSightful cloud Portal. From here users will be able to visualize a live dashboard of counts, run historical reports, and monitor system health.

### EnSight Eyes Fluid Learning Intelligence (FLI) Camera Licenses

Software license to run EnSight's FLI software. The License includes all new releases of the EnSight Eyes module to enhance counting logic and predictive analytics.

# Gateless PARCS

## Technology Overview

Flowbird has reviewed the RFP documentation and has a very strong understanding of how to meet and exceed the City's stated goals (summarized below). Our proposal that follows briefly explains our vast experience along with a description of each component of our proposed integrated solution.

Flowbird's CWT Pay Station is proven around the world to be a dynamic, robust pay station built to work in unattended environments with the harshest climates. Our recommendation is to choose the 9.7" full color touch display option which provides the industry's best user interface, providing a user experience similar of that to a smart phone. The CWT with touch screen display is installed across the United States from Los Angeles, CA to Portland, OR to Chicago, IL, to Philadelphia, PA, to Key West, FL.




**Hardware Features**

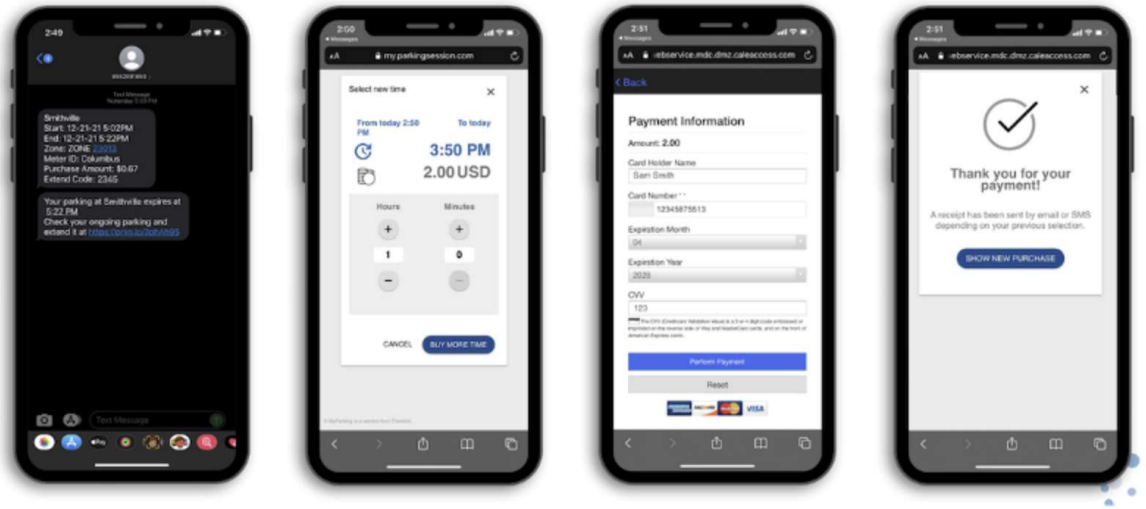
- Long life batteries on solar power
- 9.7" touch display screen option for advanced screen customization and friendly customer service
- Secure, PCI Level 1 card processing

**Key Software Features**

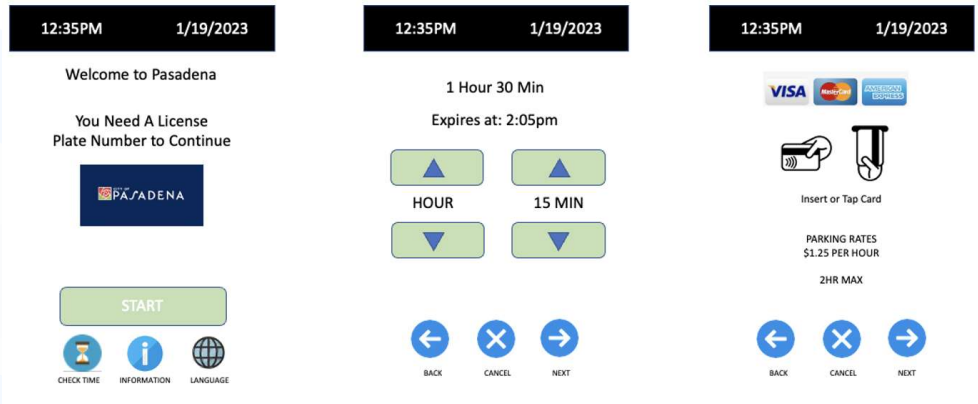
- Complex rate structures
- Strong parking rights management
- Progressive pricing
- Forced rotation
- Special rates per plate
- Free time
- Remote software downloads

**Key Requirements:**

- Payment options: Flowbird meters accepts cash, coin, major credit cards such as Visa, Mastercard, American Express and mobile payment integrations. NFC payments are supported and available if the city decided to accept this form of payment.
- Flowbird can program meters to allow patrons to pay for parking at any pay station.
- The CWT pay station allows for the extension of time, either at the pay station or via our Extend by Text system. Time extension will follow city parking guidelines.
- The system can accommodate various rate structures propose by the city.
- CWT offers a 9.7" touchscreen display that is customizable to the city's preference.
- Flowbird supports pre-payment in advance, and this is configured in the tariff structure of the meter.
- If the user inputs their phone number into the pay station at the end of their transaction, they can receive an expiration notification and extend their time by text up to the max time limit.

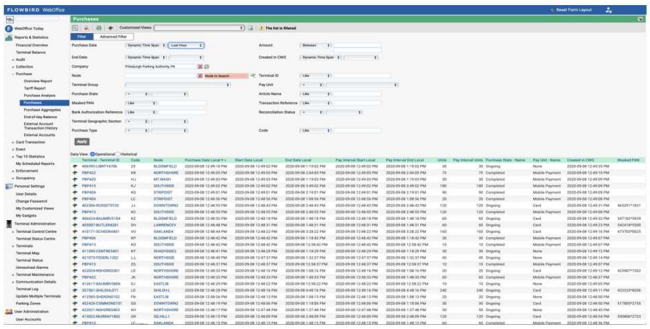


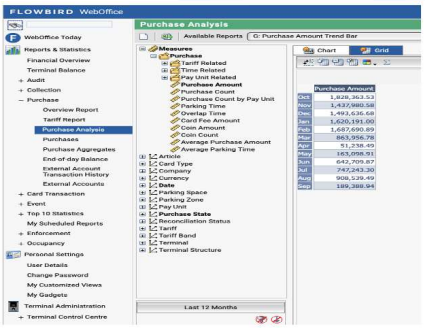

- The CWT Pay Station is widely deployed across the country and simple to use. We customize the screen flow for you with a step-by-step transaction process.
- The CWT Pay Station is installed around the world in many different climates. Clients love the reliability, security, and modular design that makes it easy to maintain.
- The pay station display can display the rates, days/times of operation, and guides the user step by step through the transaction.

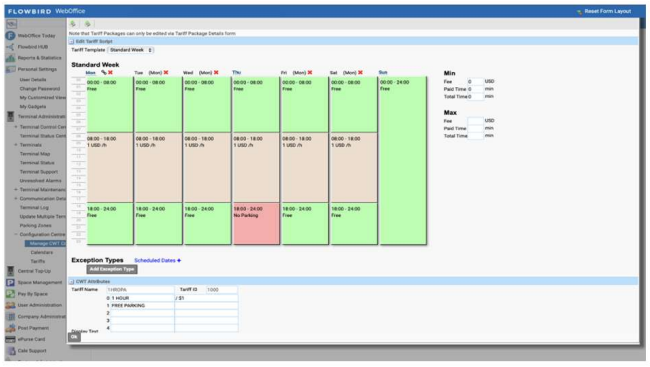


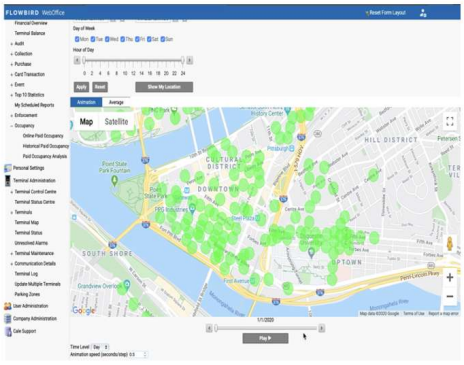

- Flowbird provides 24/7 support with local technicians available for response within 48 hours.
- The CWT pay station is ADA compliant. All necessary buttons are below 48” from the ground.
- Flowbird will ensure to provide all new equipment to the city.
- The CWT pay station is built with modular design, making it easy to maintain and support.
- CWT is built for outdoor use. It has been deployed from cold weather cities like Chicago, wet cities like Portland, and extreme hot weather locations like Death Valley National Park.
- The CWT pay station cabinet is made with 304 stainless steel. This particular stainless steel adds protection against corrosion to many chemical corrodents, industrial atmospheres and marine environments. A graffiti-resistant powder coating is applied to the inside and outside of the cabinet. This provides additional protection against the elements, including human (vandalism) and environmental (weather). The powder coating makes it easier to remove unwanted paint, marker tags and adhesive materials. All Locks, Hinges are internal and mounting holes are internal. All parts are modular and plug and play in design. Most parts are easily replaced with the use of a screwdriver in under 2 minutes.

- The CWT has a color touchscreen technology option. The CWT screens are readable under all daytime and nighttime lighting conditions. This includes direct sunlight, fog and various angles, (e.g., a taller person views the screen at a different angle than a shorter person.) The CWT outer display Lexan glass has an anti-glare coating to reduce glare and heat build-up on the display.
- The CWT offers an optional motion activated light bar, which fully illuminates the patron interface of the meter and provides a light source for evening payments, allowing the patron to use the light source to find their source of payment in a wallet, or in a purse. In addition, when the top maintenance door is opened, the light bar acts as the source of bright light shining into the pay station, allowing the technician great visibility, without having to hold a flashlight.
- The pay stations will be equipped with a 4G LTE modem to communicate all relevant data to Flowbird's hosted back-office.
- Flowbird's back-office parking management system provides all the required functionality including remote changes, reports on pay station activity, and maintenance work order tickets.







- Flowbird's back-office parking management system has the capability to receive and report on trouble tickets and work order requests.
- Flowbird's back-office parking management system is easy to use with customizable tariff naming and the ability to download rates onto customizable, user-defined groups of pay stations.
- The proposed CWT Pay Station operates within the required temperatures ranges and environmental conditions. The CWT functioned to specification during extreme temperatures of -30F in Chicago 2019 and 136F in Death Valley 2020.

## Block Face with Different Policies

The proposed pay station can display different rates and policies. Flowbird can provide the patron with different zones for payment, "Loading Zone" or "Regular Parking" prior to beginning their session. Once they select the correct rate type, their session will begin and be charged accordingly.

1. The proposed pay stations will be equipped with a 4G LTE modem and antenna to communicate wirelessly with Flowbird's back-office system.
2. Flowbird can provide as an option for our obsolescence protection program which will provide one upgraded modem and one upgraded card reader during the life of the contract (after year 2). During the recent cellular migration from 2G/3G to 4G LTE, Flowbird was able to anticipate the supply chain demand and proactively engaged our customers to upgrade. *Not a single customer had any disruption in service.*
3. Flowbird pay stations communicate via cellular (4G) or Ethernet technology. When utilizing cellular communication, each device is equipped with a cellular modem and SIM card. Flowbird utilizes AT&T and T-Mobile as our primary cellular carriers, and offers Verizon as a cost option. Communication with the server is two way and occurs in real-time. If the pay stations have issues communicating data, the devices can accept transactions in off-line mode in most configurations.
4. Flowbird provides all hosting of pay stations and mobile payment data in our secure data centers. This means that clients do not have to procure or maintain servers. We monitor our data centers 24/7 to ensure high availability.
5. Flowbird is PCI-DSS Level 1 certified. Flowbird follows the guidelines from the PCI-DSS standard and have regular penetration tests performed by external companies. These penetration tests are conducted both by systems and humans. Flowbird's back office management solution is reviewed by an external security audit every year and is under scheduled scans on a regular basis to detect any vulnerability. To ensure security of the wireless information, Flowbird uses high levels of encryption at the pay station and server levels on any sensitive customer data.
6. Before or during the installation the Flowbird technician will measure the signal strength with a Squid-device to determine the best communication provider. The Flowbird terminal is certified to use AT&T, T-Mobile or Verizon. Currently we are using AT&T on all meters at Pasadena with good performance. We intend to continue with AT&T for his bid.
7. Flowbird does not recommend the use of Wi-Fi due to security concerns and drain on the pay station batteries. As an alternative to cellular, we can propose an Ethernet connection if it is available.
8. If the pay stations are experiencing connectivity issues, the City should contact Flowbird support. We can troubleshoot the issue with you to determine the root cause (e.g. software, modem version, carrier issue, etc). Once we troubleshoot the issue, we provide our recommendation/solution.
9. As mentioned in #2 of this section. We will provide a cost for our obsolescence protection program which will assure the city of new communication equipment if there are changes in the communication environment.
10. All transactions occur in real-time and are made available to the enforcement system right away.
11. Flowbird can support Hold and Send transactions but only in non-EMV mode. EMV guidelines do not allow for Hold and Send transactions.

## Pay Station Display

1. Flowbird will customize the display with the ideal color contrast to help make the screen as visible as possible. The display screen is set back to help protect it from sunlight and reduce glare.
2. The CWT Display is one of the largest in the industry at 9.7" and backlit graphics is standard. Screens are off during inactivity to consume power and it can be activated by the power button.
3. The display utilizes a scratch and impact resistant material.
4. Rates can be displayed on the monitor, and they can be remotely programmed via Flowbird back-office software.
5. Flowbird will provide training to city staff to make remote rate changes.
6. The CWT pay station will allow patrons to select rate options, parking durations, and display final charges before accepting final payment.
7. Many Flowbird customers create a rate schedule screen that shows the full rate schedule for the parking lot or zone and the current rates and hours will be displayed on the screen in the purchase flow. Rates and screens can be remotely downloaded from the back-office. These rate schedules can be shared with third parties for integration.
8. Flowbird will train City staff to make remote graphics changes. We recommend considering our advanced data package to accommodate frequent graphic changes.
9. The Flowbird pay stations can accommodate special messaging such as holidays and special events.
10. Flowbird complies with these requirements completely.
11. Typically, we recommend keeping as much information on the display screen as possible. However, we can work with the city to determine if it is necessary to add any decals to the front of the pay stations to help users.
12. Spanish is a language we already support. We can also support other languages as needed.

## Pay Station Display

1. The CWT keypad is displayed on the touchscreen. This feature will eliminate some of the common issues with physical keypads such as wear and tear, corrosion, vandalism, and loose contact.
2. Since our keypad is displayed onto the touchscreen, it can be customized. QWERTY format is one of our standard settings. The city can change this feature later if needed.
3. When a user presses a button, there is instant feedback on the display monitor of their action. The keypad is displayed on the monitor, so it's visible during nighttime. The screen is setback into the housing to reduce glare during daytime.

## Payment and PCI Compliance

- The CWT can be configured to accept cash, coin, credit/debit cards (mag stripe and EMV are options), and contactless payments. People who overpay with cash can receive an overpayment receipt which they can bring to the city for a refund.
- All transactions are authorized or denied in real time.
- The components on the CWT are designed to resist jamming.
- CWT is equipped with a secured vault.
- Money collection can easily be reconciled with Flowbird back office reporting.
- Clearing a jam from the bill acceptor is simple and does not necessitate the need to access the collection vault.
- The system utilizes the license plate of the vehicle combined with the zone number to determine the appropriate rate. Patrons can pay at any pay station as long as they can provide their license plate and zone number.
- Time extension is available through Flowbird's *Extent by Text* feature. Fees for this service will be listed in the pricing proposal.

- Patrons can obtain a receipt either by a printed receipt or *Receipt by Text*. Fees for Receipt by Text is listed in the pricing proposal.
- Flowbird's credit card processing solution has earned Level 1 PCI certification, which is the highest rank available from the major credit card providers (VISA, MasterCard, AMEX). Level 1 is only given to those third-party providers who handle thousands of credit card transactions monthly and who meet their stringent – and audited – credit card transaction security protocols to protect your customers' personal transaction data. Level 1 requires an external audit for approval, which is more rigorous than the self-audit that some vendors may do.
    - Our system provides for high security encryption protocols when the credit card is read at the card reader. The encrypted card information is then transmitted through our PCI compliant gateway to your transaction service provider/clearing house.

- All credit card transactions made at the CWT are performed in real-time. Flowbird offers payment gateway services for card present transactions (chip & pin, magnetic stripe) only. The information flow is organized as follows:

a. The payment card is introduced into the card reader. The card reader reads the magnetic stripe or starts communicating with the chip of the card depending on the readers and scheme configuration.
b. The card reader module is connected to the Internet via a 4G network. The card reader opens a connection with the payment server (Tender Retail) over one defined UDP port. Symmetric AES session keys are exchanged via RSA key exchange over this connection. AES keys are at least 128 bit, RSA keys at least 1024 bit long. The authorization and instant clearing request is sent to the payment server over this encrypted channel.
c. The Flowbird Tender Retail payment server processes the request and translates it to the format used by the upstream processor.
d. The authorization and instant clearing request are passed on to the upstream processor over an encrypted HTTPS channel. Sensitive authentication data, i.e. Track 2 data, is kept in memory of the server until the transaction has been confirmed by the upstream processor.
e. Once the transaction has been confirmed by the upstream processor, transaction data is cleared from the memory transaction log containing truncated and encrypted PANs are stored in the database.

The Garage will be integrated with your preferred payment processor/acquirer. Reconciliation is performed using the FWO web interface which provides details on all card transactions including the status (completed, not completed, in progress) and type (Visa, MasterCard, American Express, Discover). Refunds can be made through the FWO system as well.

1. Flowbird's credit card processing solution has earned Level 1 PCI certification, which is the highest rank available from the major credit card providers (VISA, MasterCard, AMEX). Level 1 is only given to those third-party providers who handle thousands of credit card transactions monthly and who meet their stringent – and audited – credit card transaction security protocols to protect your customers' personal transaction data. Level 1 requires an external audit for approval, which is more rigorous than the self-audit that some vendors may do.

Our system provides for high security encryption protocols when the credit card is read at the card reader. The encrypted card information is then transmitted through our PCI compliant gateway to your transaction service provider/clearing house

**PCI DSS v3.2 Certified**

All the data is hosted in our Data Center facilities. **Flowbird is PCI DSS V3.2 LEVEL 1 certified** and offers the best data security level available in the industry.

In addition, Flowbird has taken very specific measures to make sure the level of risk remains as low as it can be for our customers. We significantly reinforced our security policies and control processes by performing the following actions:

**Vulnerability scans**

As part of our security policy, we perform external vulnerability scans on all public IP addresses and interfaces where Flowbird Banking Services are available. Those scans are typically performed every month. This scan is done using Trustwave “Scan on Demand” solution:
https://www.trustwave.com/Services/SpiderLabs-Services/Vulnerability-Management/

The results are then carefully reviewed by our Data Center security experts.

**Bi-Weekly Security Review Process**

A bi-weekly Flowbird Data Center security review has been created. The reviewing committee is composed of:

- Flowbird IT Systems manager
- Flowbird Electronic Payment Solutions, Security expert
- A Flowbird Networks Administrator
- A IT Systems expert

Their review includes logs and events related to all our equipment identified as critical such as:

- Firewalls
- Hardware Security Modules: https://www.thales-esecurity.com/products-and-services/products-and-services/hardware-security-modules/general-purpose-hsms/nshield-connect,
- Oracle Databases
- File Integrity Monitoring: An Agent for all systems along with a centralized reporting server that checks any changes done on critical files, asks for acknowledgment and reports suspect behavior. The tool we use is OSSEC (http://www.ossec.net).

- Flowbird is PCI compliant with SOC 2 Report
- Flowbird will be compliant to all applicable PCI standards for the duration of the pay station warranty.
- The CWT pay station is EMV ready.
- Flowbird offers various payment methods such as NFC, Text to Park, Extend your parking session via text, QR Code Payments and Mobile payments. Flowbird’s proposed pay station offers NFC payments and it has already been proven in the field (the City of Minneapolis deployed hundreds NFC enabled pay stations within the last year). Your motorists will be able to utilize payment options such as Apple Pay and Google Pay at the pay station. (See Additional Pricing)

## Clock

- The CWT pay station clock syncs up with the server to ensure proper time keeping.
- The clock on the pay stations is automatically adjusted for daylight savings time.
- The CWT clock complies with all requirements per specification of the RFP.

## Pay Station Power

- The CWT is powered by a rechargeable solar-powered battery.
- Batteries in the CWT pay station can be changed out under 2 minutes without the need for specialized tools by technician with access to the inside of the meter.
- Batteries can be recharged elsewhere with a battery trickle charger connected to 120V outlet.
- Flowbird utilizes a lead acid battery to ensure the best performance.
- The CWT is powered by the battery. The battery can be recharged by solar or “onsite” power.
- The system sends low battery warnings to your team to provide advance notice of any pending issues.
- The battery connection is designed to resist corrosion and sustain a minimum of five years of service.
- Battery health statistics are available in the Flowbird back-office software.
- The pay station maintains the data even if the battery is not performing.
- The components on the CWT pay station are specifically designed to draw as little power as possible and extend battery life. Additionally, the software is developed to accommodate low power use and the pay station is programmed to go into sleep mode when not in use.
- We recommend bi-annual preventive maintenance checks of all major components, including the battery and cables, to ensure proper operations.

## Security and Maintenance

- The currency vault is in a separate cabinet from the maintenance cabinet and requires a separate key for access.
- The currency vault is protected by heavy gauge stainless steel.
- The CWT parking meter has a 4-Point locking solution ensuring maintenance and collections teams have access to the appropriate cabinet section. The upper section, lower section, collection door and vault are keyed differently. The upper and lower compartment doors have 4 locking hooks that connect the door to the compartment. Manual and electronic locks are supported. Credit card reader is recessed, prohibiting skimming devices from being attached.
    - Door hinges and seams are internal and tight to prevent the CWT from being pried open. Locks and bolts are out of public sight.

    When the cabinet door is opened and/or coin box is removed the meter will send a notification to all valid recipients via text message or email. The coin box can only be opened with a collection key and is closed to the collector.

    Vibration and shock sensors are offered as an option. If the sensor is triggered, an SMS/email is generated notifying the sensor has been triggered.

    The pay stations are equipped with a secure cash vault locking system. The cash vault system is located behind the outer door of the bottom cabinet which is secured with reinforced steel. The vault door is made of armored steel. The lock is an advanced, four-point locking point system. Flowbird offers an electronic lock option giving clients more control in the collection process. When the coin or bill box is removed, the pay station will send a notification to all valid recipients via text message or email. The coin and bill boxes can only be opened with a collection key and is closed to the collector. No maintenance or safety requirements are needed for the vault locking system.

    The CWT Compact terminals also have an optional electronic lock system with online central administration and authorization via Cale WebOffice. This solution replaces the expensive and tedious handling and administration of keys because all persons that need access to a CWT Compact use the same type and version of door key that is more to be seen as a door opening tool.

## Warranty and Support

1. Warranty info will be found under additional information.
2. Flowbird provides multi-channel end-user support via phone, webform, email and live chat 7 days per week, plus technical support, troubleshooting and parts support. Also, we have multiple Southern-California based field technicians to oversee all installation services and ongoing scheduled service and preventative maintenance. Response times are based on severity and urgency. Flowbird will train City staff to perform day to day maintenance operations. If the City cannot fix an issue, your staff should contact the Flowbird help desk. If the problem cannot be resolved through help desk intervention, Flowbird will dispatch technician. A quote can be provided prior to dispatch. We can also propose a service agreement.
3. All calls and support requests are logged in real-time and assigned for dispatch for field service. The live database is fully accessible via web or mobile app with customizable notification options. List-view detail reports and the analytics reports in the Explore reporting tools are fully configurable and exportable.
4. Flowbird will provide the city with a toll-free number to reach our support team during normal business hours and an additional phone number for emergency purposes. We can customize a support package that meets your needs.
5. Flowbird's back-office will provide the city with remote access to monitor all your pay stations in the field. Software upgrades can be performed remotely.
6. Our online Help Center at us.support.flowbird.group includes technical support articles, bulletins and procedures with community-based input. Our local technicians participate in weekly team meetings to review installation and upgrade projects throughout the country and can provide feedback and guidance to the local maintenance staff. Flowbird account manager/service manager will host quarterly calls with city staff to provide updates and review past performance of the system.
7. Extended warranty pricing will be listed in the pricing proposal.
8. Flowbird account manager respond to city's quotation request within the specified timeline.
9. Flowbird will comply with the city's RMA specifications.

## Training

**Hardware Training**

I. Introduction
II. Multi-Space Meter Concept
III. Hardware Overview
IV. Installation Procedure
V. Theory of Operation
VI. Troubleshooting
VII. Preventative Maintenance
VIII. Meter Application Software (On-site Programming)
IX. Receipts & Enforcement Procedures
X. Collections Procedures
XI. Software Modification and/or Upgrade
XII. Meters and Parts Ordering Procedures (Inventory)
XIII. Peripheral Support Systems
XIV. Wrap-up & Final Question & Answer Period

**Software Training**

I. Terms
II. Workspaces
Opening, Settings, Refresh, Closing

- Maintenance
- Financial
- Maintenance Workspace
- Collection Management Workspace
- Transaction Workspace
- Supervision
- Pay By Space Workspace
- Flowbird can host remote and onsite training sessions with city staff as needed.
- Flowbird will comply with annual onsite 2-hour refresher training with city staff.
- Flowbird will cover all travel cost of training sessions.
- Updates to the back-office system occur automatically. If we release a major update, we will inform City staff by email and setup appropriate training.

## Data/ Integration

- Flowbird has existing integrations with the leading solutions providers in the industry. We will integrate with your preferred providers. If an existing integration does not exist, we will provide our standard API to the appropriate resource.
- Flowbird has existing integration with DataTicket, Vigilant and Axia.
- Flowbird is happy to interface with your various suppliers to ensure your reporting needs are met. Our team will review any requested interfaces and provide feedback in an expeditious manner.

## Other Services

Flowbird will provide the city with various tools to help you market the system. This includes flyer design, standard How To video, FAQ creation, and various images.















## Integrated 2 Way Video Intercom by Parker Technologies

Included in our solution is integrated 2 way video with Parker technologies and Flowbird. The Flowbird devices would integrate the customer support intercom and video feature from the Flowbird screen. Flowbird and Parker are actively working on this integration and are prepared to deliver it for South Lake.

In the pricing proposal the Parker fees will be billed direct by parker to the city. If EnSIght has to flow through the fees on the intercom calls, we would have to mark them up. So in the spirit of saving the city money this the suggested approach.

With two way video intercoms and for the solution in general, we recommend all meter devices to be on a wired network with LTE as fail over.



# Project Approach

## APGS Scope

### Preparation and Submittals

After contract signature, EnSight and the client will agree finalize the design drawings and submittal information for all of the equipment.  Typically this is a 2-4 week process following the signed agreement.

Once the submittal and functional specification is agreed to and the project deposit is received, EnSight will order all the equipment for the project. The Equipment arrives at the EnSight Office where it is programmed and undergoes factory acceptance testing. Equipment lead time is roughly 4-6 weeks from the order date. Signage is the longest lead time item.

### Infrastructure and installation

The City's contractor will perform all infrastructure and installation of the equipment. EnSight will provide oversight and guidance to ensure the solution is installed correctly. Infrastructure and installation for a project this size should take roughly 3-4 weeks.

### Commissioning

Once all of the equipment is installed and connected to network, the commissioning process begins. Commissioning consists of setting the fields of view for all cameras, installing the FLI Software module for counting, confirming all cameras are generally counting, and pushing the data to the EnSightful portal.

### Fine Tuning and ODT

Once the system is commissioned, fine-tuning begins. During Fine Tuning (2 weeks) our team tests and audits the system results. Once accuracy rates are optimized, EnSight will enter ODT with the client and schedule a go-live date.

| | |
|---|---|
| **Project Initiation**<br>- Kickoff meeting scheduled<br>- Software configuration confirmed<br>- Fee structure and enforcement rules defined<br>- Pay Station/Meter locations determined<br>- Timeline confirmed<br>- Marketing Plan defined<br>- Schedule roll out and training with identified key operational team members | **One week after Notice to Proceed (NTP)**<br>Flowbird staff will host weekly calls remote/in person to make sure key milestones are met and actions items are assigned/completed. |
| **Software build and internal testing**<br>- Pay Station software<br>- Banking setup<br>- Integration and Back-Office Reporting Setup | **NTP + 6 weeks**<br>We will communicate with the city's accounting department to ensure all software and banking information is correct. |
| **Pre-Installation Marketing Plan Executed**<br>- Flyers designed by Flowbird<br>- FAQ provided by Flowbird for City website<br>- Standard in-house produced video (note that custom video will need to be quoted) | **NTP + 4 to 6 weeks**<br><br>Flowbird marketing team will work with city staff for design approval and marketing approach. |
| Final testing and shipping from Flowbird warehouse<br><br>LPR cameras will be delivered by EnSight with the APGS shipment. | NTP + 6 to 8 weeks<br>Flowbird will handle majority of final testing from our warehouse. Minimum involvement with city staff. |
| Delivery of equipment to customer site, installation, customer training | Flowbird and EnSight will work with city engineering department and parking department with the deployment of the meters. |
| Testing and implementation | 2-3 full weeks following completed installation of the devices from the client's installer |

# F. Project Budget

**See the Submitted Attachment D form for Pricing proposal.**

The Pricing for has both the APGS and Gateless pricing. EnSight is proposing this 2 ways: EnSight to be selected for only the APGS or EnSight to prime both the APGS and Gateless scope.

## Proposal and Pricing Assumptions

Below are the base proposal assumptions and exclusions.

**Assumptions:**

- Client will help coordinate garage access and safe working conditions for The client's electrician/installer.
- Client will facilitate network infrastructure installation for the EnSight System.
- The Client's project electrician will install all conduit and cat 6 cable to all cameras, signs and server locations.
- The client's electrician/installer will install the technology equipment and complete final terminations.
- Client to bring and land 120v to each sign from the source.
- Client to provide adequate internet connection and speed per EnSight Specification but no less than 20Mbps up and 20Mbps down.
- EnSight System to be segmented off the client's main network and on the vendor network
- Data cabling should be cat-6(exact specifications should be requested from an EnSight Engineer).
- Signage power should be 120V, 240V is also suitable.
- This proposal does not account for any rework or remobilization caused by 3rd party delays. Such events will be billed at T&M.
- Annual Software and Support Services Contract required to ensure Integrity, accuracy rates, and upkeep of the camera counting system
- Pricing is valid for 60 days from the date the first revision of this document is sent.
- 2 year warranty on hardware unless otherwise stated on a specific item in the pricing table.
- Includes EnSight's standard insurance limits.
- These products are designed to be connected to and communicate app data via a network interface. It is Client's sole responsibility to provide and continuously ensure a secure connection between the product and Client network or any other network. Client shall establish and maintain any appropriate measures (such as but not limited to the installation of firewalls, application of authentication measures, encryption of data, installation of antivirus programs, ect) to protect the product, network, system and interface against any kind of security breach, unauthorized access, ransomware, interference, intrusion, leakage and/or theft of data or information.

**Exclusions:**

- Excludes Union Labor and any prevailing wage rates.
- Lifting equipment
- Scanning or X-Raying.
- permits, certifications, engineered drawings, foundation design, etc.

## Proposed Project Payment Terms

The Contract Price will be determined by the City's selection of Scope from EnSight. The proposed payment terms of the initial project value are:

1. Upon this contract execution and receipt of ENSIGHT invoice, Client shall pay ENSIGHT fifty (50%) of the project Price.
2. Upon shipment of configured equipment to Client location and Client has received the ENSIGHT invoice, Client shall pay ENSIGHT forty (20%) of the Project Price.
3. Upon completion of ODT and Client has received the ENSIGHT invoice, Client shall pay ENSIGHT forty (20%) of the Project Price.
4. Upon Substantial Completion of the Work (i.e. beneficial use) and Client has received the ENSIGHT invoice, Client shall pay all amounts remaining to be paid.

Ongoing software and support services following following the initial 2 year term will be covered in a services agreement between EnSight and the City of South Lake Tahoe.

## EnSight Warranty Information

- ENSIGHT Hardware Warranty. ENSIGHT hereby warrants that the Hardware provided and installed by ENSIGHT will materially conform to the applicable SOW. The Warranty Remedy Period for Hardware shall be twenty-four (24) months from delivery of equipment to the site.
- Professional Services Warranty. ENSIGHT hereby warrants that all Professional Services will be performed in a professional and workmanlike manner and will materially conform to the applicable Statement of Work. The Warranty Remedy Period for Professional Services shall end ninety (90) days after the date of completion of Professional Services by Phase
- Software Warranty. Software is under warranty for the duration of the software and support services agreement which will be covered under SSSA that will be signed in addition to this project proposal document.
- Hardware and Services Remedy. If a nonconformity to the foregoing warranty is discovered in the Hardware or Professional Services during the applicable Warranty Remedy Period, as specified above, under normal and proper use and provided the Hardware has been properly stored, installed, operated and maintained and written notice of such nonconformity is provided to ENSIGHT promptly after such discovery and within the applicable Warranty Remedy Period, ENSIGHT shall, at its option, either (i) repair or replace the nonconforming portion of the Hardware or re-perform the non-conforming Professional Services or (ii) refund the portion of the price applicable to the nonconforming portion of Hardware or Professional Services. If any portion of the Hardware or Professional Services so repaired, replaced or re-performed fails to conform to the foregoing warranty, and written notice of such nonconformity is provided to ENSIGHT promptly after discovery and within the original Warranty Remedy Period applicable to such Hardware or Professional Services or 30 days from completion of such repair, replacement or re-performance, whichever is later, ENSIGHT will repair or replace such nonconforming Hardware or re-perform the non-conforming Professional Services. The original Warranty Remedy Period shall not otherwise be extended.

  Exceptions. ENSIGHT shall have no obligation hereunder with respect to any Hardware which (i) has been improperly stored, repaired, or altered; (ii) has been subjected to misuse, negligence, or accident; (iii) has been used in a manner contrary to ENSIGHT's instructions; or (iv) is comprised of materials provided by or a design specified by client. Hardware supplied by ENSIGHT but manufactured by others is warranted only to the extent of the manufacturer’s warranty, and only the remedies, if any, provided by the manufacturer will be allowed.

  THE FOREGOING WARRANTIES ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES OF QUALITY AND PERFORMANCE, WHETHER WRITTEN, ORAL, OR IMPLIED, AND ALL OTHER WARRANTIES INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT, OR USAGE OF TRADE ARE HEREBY DISCLAIMED. THE REMEDIES STATED HEREIN CONSTITUTE CLIENT’S EXCLUSIVE REMEDIES AND ENSIGHT’S ENTIRE LIABILITY FOR ANY BREACH OF WARRANTY. WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, ENSIGHT SPECIFICALLY DOES NOT WARRANT THAT THE SOFTWARE OR THE MANAGED SERVICES WILL PERFORM WITHOUT INTERRUPTION OR ERROR. EXCEPT AS OTHERWISE SET FORTH IN THIS AGREEMENT, ENSIGHT WILL NOT BE LIABLE FOR ANY DAMAGES THE CLIENT MAY SUFFER ARISING OUT OF USE, OR INABILITY TO USE THE SOFTWARE, HARDWARE, OR MANAGED SERVICES PROVIDED HEREUNDER. ENSIGHT SHALL IN NO EVENT BE LIABLE FOR FAILURE OF THE SOFTWARE OR HARDWARE BECAUSE OF WEATHER, LABOR STRIKES, CORROSION, INTERNET FAILURE, OR TELECOMMUNICATIONS ERRORS

1. PRODUCT WARRANTIES. During the General Warranty Period (as defined in the RFP), Cale shall replace, at no additional cost to Customer, except as otherwise provided under the Order, any part, accessory or modular component of any Products purchased directly from Cale and determined to be defective in material or workmanship under normal use and service (the "General Warranty"). Customer shall cooperate with Cale in any effort to pursue a claim with the manufacturer of a defective part. The "General Warranty Period" for (i) each pay station shall extend for (a) twelve (12) months following the date of installation of the pay station or (b) thirteen (13) months following the date of delivery of the pay station to Customer, whichever date occurs first; and (ii) each part or accessory purchased hereunder for one hundred eighty (180) days following its delivery to Customer. To the extent that any Products contain Programs, Cale warrants that the Programs will conform to Cale's specifications in effect on the date of delivery to Customer. Cale shall make reasonable efforts to maintain the Programs and provide error corrections as necessary so that the Programs conform to Cale's specifications, but Cale shall not be required to provide new features or new versions of the Programs. In no event shall Cale have any responsibility to correct any database errors or any errors or damage caused by or arising out of hardware defects or input errors or resulting from changes to or modifications of the Programs made by the Customer or any other user. Customer shall be responsible for the operation and maintenance of the Products purchased hereunder and shall promptly notify Cale of any Program bugs, defects or other malfunctions, not easily correctable by Customer, that affect the transmission of data to or from the Products or that otherwise inhibit a key function of the Products. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION 1, CALE MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, AS TO THE VALUE, DESIGN, CONDITION, TITLE, NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE OF THE PRODUCTS OR THE PROGRAMS. NO ADDITIONAL WARRANTIES MAY BE INFERRED FROM A COURSE OF DEALING OR USAGE OF TRADE. CALE'S SOLE RESPONSIBILITY AND LIABILITY UNDER THESE TERMS & CONDITIONS SHALL BE TO REPAIR OR REPLACE, AT CALE'S OPTION, A DEFECTIVE PRODUCT.

2. WARRANTY LIMITATIONS. THE GENERAL WARRANTY FOR (i) THE PRINTER COMPONENT OF ANY PAY STATION SHALL BE IMMEDIATELY VOIDED IF CUSTOMER USES RECEIPT PAPER THAT DOES NOT MEET SPECIFICATIONS PROVIDED BY CALE, AND (ii) THE PAY STATION BATTERY SHALL BE ONE (1) YEAR FROM INSTALLATION OF THE PAY STATION. CALE SHALL NOT PROVIDE WARRANTY COVERAGE FOR DAMAGE TO ANY PRODUCT DUE TO ACCIDENT, NEGLECT, MISUSE, ABUSE OR NATURAL DISASTERS. THE GENERAL WARRANTY DOES NOT INCLUDE LABOR OR REPAIR COSTS. THE GENERAL WARRANTY SHALL BE VOIDED BY (i) USE OF NON-CALE REPLACEMENT PARTS; (ii) UNAUTHORIZED ADDITIONS TO THE PRODUCTS; (iii) UNAUTHORIZED ALTERATIONS TO THE PRODUCTS; (iv) SERVICE TO THE PAY STATIONS PERFORMED BY PERSONNEL WHO ARE NOT CERTIFIED BY CALE TO PERFORM SUCH SERVICE; OR (v) FAILURE TO MAINTAIN THE PRODUCTS IN ACCORDANCE WITH THE MAINTENANCE REQUIREMENTS.

1. Parts Exchange. The Parts Exchange Program (the "PEP") involves Cale's provision of certain replacement parts for the Covered Meters and parts exchange services with respect to the same.

2. Program Enrollment. Customer shall enroll all of its Cale parking meters in the PEP (the "Covered Meters"). In the event that Customer has Cale parking meters that are still under original warranty, such meters shall be enrolled in the PEP and become Covered Meters upon the expiration of the original warranty without further action by the Customer.

3. Term. Meter enrollment in the PEP shall remain in effect for a minimum of one (1) year from the Effective Date ("Initial Term"). Following the Initial Term, all Covered Meters shall remain enrolled in the PEP on a month-to-month basis.

4. Return of Parts. The Customer is responsible for delivering to Cale, at Customer's sole cost and expense, all parts being tendered for exchange under the PEP. Customer shall ship such parts with reputable shipping companies and/or delivery services, and shall bear the risk of loss and damage of such parts until such parts are delivered to Cale.

5. DISCLAIMER OF ADDITIONAL WARRANTIES. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION, CALE MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, AS TO THE VALUE, DESIGN, CONDITION, TITLE, NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE OF ANY REPLACEMENT PART PROVIDED HEREUNDER. IN ADDITION, EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION, NO ADDITIONAL WARRANTIES MAY BE INFERRED FROM A COURSE OF DEALING OR USAGE OF TRADE. CALE'S SOLE RESPONSIBILITY AND LIABILITY UNDER THIS AGREEMENT SHALL BE TO REPAIR OR REPLACE, AT CALE'S OPTION, A DEFECTIVE PRODUCT.

6. Removal and Installation of Replacement Parts. The Customer is responsible for removing any parts requiring replacements from a Covered Meter, packing and delivering such part to CALE without further damage, and re-installing the replacement part furnished by CALE pursuant to the PEP. The Customer shall perform such removal and re-installation of parts in a good and workmanlike manner, and in a manner that adheres with any technical documentation or instructions with respect to such tasks that may be provided by CALE from time to time.

7. Exclusions. The PEP is intended to provide replacement parts for Covered Meters that are subject to parts failure (whether due to design defect or ordinary wear and tear) connected with the ordinary and intended use of the Covered Meters. The PEP is not intended to replace parts that become damaged by extraordinary events which, in many cases, would or could be covered by commercial insurance policies. The follow items, services, parts and conditions are not covered under the PEP, unless noted:
a) Labor
b) Travel expenses
c) Expedited shipping costs
d) Batteries – Covered under the first-year warranty, but not the PEP
e) Shipping costs of return parts to Flowbird
f) Any damaged, vandalized or incomplete part
g) Any improperly maintained part
h) Any malfunction caused by weather or acts of God
i) Any malfunction caused by intentional or negligent acts of the Customer, its staff, service providers or any third party other than Flowbird and its affiliates
j) Any part that cannot be disassembled and therefore cannot be repaired or refurbished including coin canisters, bill cassettes, and display assemblies
k) Printer assemblies without printheads

1. Shipping. The Customer shall bear all shipping and freight charges for parts being returned to Cale for replacement. Cale shall bear all shipping and freight charges for replacement parts being sent by Cale to the Customer utilizing normal ground shipping.

2. Services. The following services are included in the PEP:

a. Unlimited technical support through our Help Desk by phone seven (7) days a week at 877 620-2253, email at us-support@flowbird.group or online at us.support.flowbird.group
b. Replacement of any component in a Covered Meter, except parts or conditions listed in Section 10 immediately below. CALE may, in its sole discretion, choose whether to utilize new or refurbished/reconditioned parts in providing replacement parts to the Customer under the PEP
c. Guaranteed shipment within three (3) business days of all covered replacement parts if they are in stock.

10. Return of Faulty Parts.

a. A service request order (SRO) is required for all parts that are being returned to CALE for replacement. SROs can be requested by contacting the CALE Help Desk at 877-620-2253, by email at us-support@flowbird.group or online at us.support.flowbird.group. When you call or email the Help Desk for a SRO, include the following information about all returned parts:

i. What is wrong with the part(s) being returned.

ii. Meter ID for the meter the part came out of, if known.

iii. Part serial number from the sticker on the part, if there is a sticker.

iv. Indicate that you are requesting a replacement part under the PEP.

Include a copy of your SRO form in the box with the returned part. The shipping address for the CALE parts warehouse is included at the top of the SRO form. Parts being tendered to CALE for exchange must be returned within fourteen (14) days a. of the SRO issue date. If a qualifying exchange part is not received within fourteen (14) days, the Customer account will be billed for the non-exchange part price.

b. Special Instructions

i. Coin Selectors: If you are returning a coin selector, please let us know if the selector is programmed to take tokens.

ii. Card Readers: When returning card readers, please remove the bezel and rain guards prior to shipping. These parts will not be returned with the replacement reader. Please specify the model of card reader you are returning.

iii. Printers: Printer assemblies must be returned with the printhead, and ribbon cable attached. Printer assemblies without printheads may not be exchanged.

# G. Description of Recent Projects/References

## EnSight References

### Redwood City, California

EnSight deployed it's parking guidance technology to connect Redwood City's municipal parking structures with several private parking garages into a single easy-to-use and manage parking guidance system. EnSight installed its intelligent camera-based occupancy management system at three city garages: Jefferson, 889, and Marshall. The addition of these garages plus two private garage brings EnSight's technology to five total garages totaling 1,400 parking spaces in Downtown Redwood City. EnSight also provided license plate recognition at the transition point between two connected garages as a change order.

Garage Locations:

- Jefferson Garage
- 889 Garage
- 750 Marshall
- 601 Marshall
- 2075 Broadway

**Project Contact Name:** Christian Hammack
**Title:** Parking and Transportation Demand Manager
**Phone:** (650) 780-7378
**Email:** chammack@redwoodcity.org









## EnSight References

### St Jude Memphis Hospital

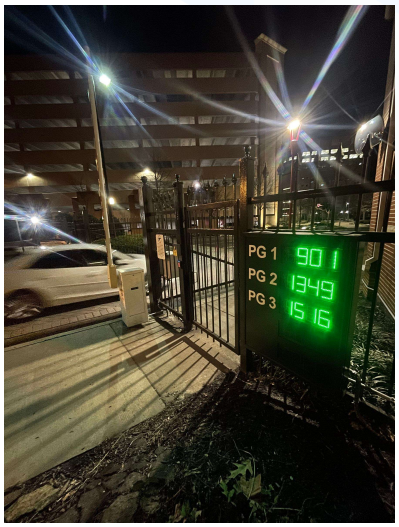
St Jude Memphis Hospital campus comprises 66 acres with more than 5-million-square-feet of building space, over half of which is dedicated to research. To serve patients and employees, the campus has three  parking garages with total parking capacity of 4,039 parking spaces. In 2022, St Jude Deployed the EnSight Occupancy Management system to provide visitors and employees with parking availability information via EnSight's API integration to display parking availability on the employee mobile app and to digital signage at the 4 main entry points of the campus. As parkers come to their garage of choice they are greeted by additional signage advising on spaces available within the garage.

EnSight's Parking Occupancy Management System (POMS) enables hospital stakeholder to manage parking capacity in real time, and leverage the historical data to plan for parking improvements as well as overflow parking strategies.

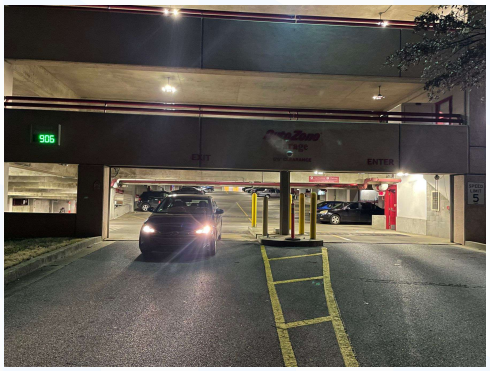
Garage Locations:

- Garage 1- 969 Parking Spaces
- Garage 2- 1483 Parking Spaces
- Garage 3-1587 Parking Spaces
- Family Housing Garage- 98 Spaces
- Gene Logan Lot- 162 Spaces

Project Contact: Joe Luther
Email: Joseph.Luther@stjude.org





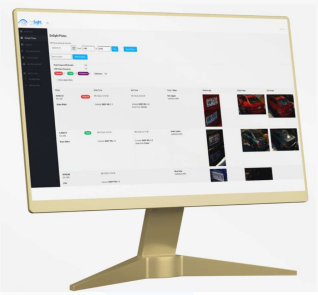



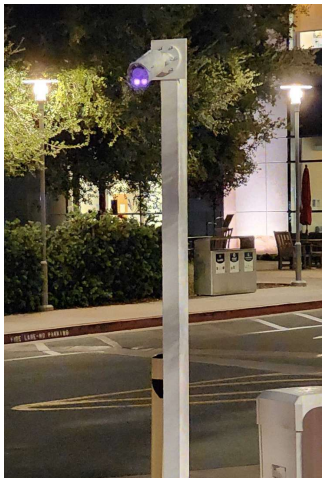


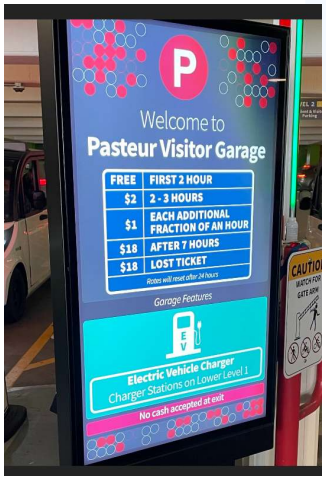

## Stanford Health Care

Stanford Medicine is an ecosystem comprising the School of Medicine and the pediatric and adult health care delivery systems. The Stanford network of care includes more than 65 locations across Northern California and more than 85 locations in the U.S. Western region. In the Bay Area Stanford locations are supported by 11 surface lots and 9 garages. EnSight is deploying their solution across the medical campus to deliver real time occupancy and real-time parker validation and LPR enforcement using our EnSight Eyes and EnSight Plates modules. The solution is being used to monitor parking availability  across their parking assets and validate permitted parkers and visitors.

**Project Contact Name:** Chris McGougan
**Title:** Director – Transportation Services & Grounds
**Phone:** 510.205.2420
**Email:** cmcgougan@stanfordhealthcare.org



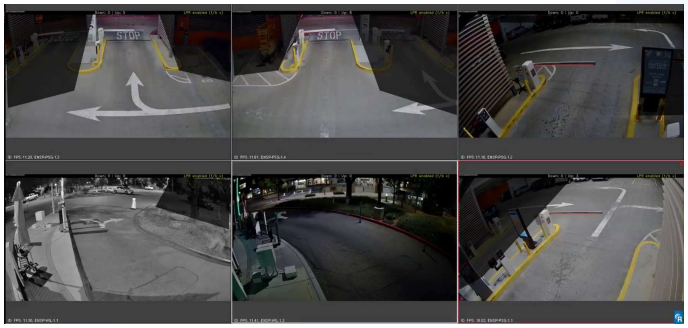












## Arizona State University - Novus Garage

ASU is one of the largest public universities by enrollment in the U.S. With one of the largest enrollments requires the management one of the largest university parking operations in the nation.

EnSight delivered their first Parking Occupancy Management Systems for their new 7 level Novus Garage. The Novus Place Parking Structure provides 1,801 parking stalls on seven levels for surrounding Novus Innovation Corridor developments as well as ASU buildings and events. The ground-floor height of 14’ allows for expansion of up to 10,000 square feet of retail development.

EnSight's intelligent camera-based solution counts vehicles entering and exiting each level of each garage and transmits that occupancy information to signs located at garage entrances and the entrance of each parking level. Altogether, there are 17 cameras located throughout the garage on each entry exit lane and each level interchange. The parking availability is displayed on 2 monument signs on the exterior of the garage and 10 interior way-finding signs will provide real-time information about how many parking spaces are available on each floor. The parking guidance technology will monitor parking availability across the 1,200 parking spaces.

**Contact Name:** Melinda Alonzo, Parking Director
**Email:** melinda.alonzo@asu.edu



## 2nd and PCH – Long Beach, California

2nd and PCH developed and managed by CenterCal properties sits at the gateway between Orange County and Long Beach, one of the most highly desirable areas in Southern California. With tremendous visibility on the corner of the iconic Pacific Coast Highway and 2nd Street there are more than 100,000 car trips passing the intersection daily. This Whole Foods anchored center has become the social hub and community gathering place with its spectacular views and enviable setting directly across from Alamitos Bay and the Long Beach Marina.

EnSight Technology's intelligent camera-based solution counts vehicles entering and exiting each level of each garage and transmits that occupancy information to signs located at garage entrances and the entrance of each parking level. Altogether, 31 strategically located dynamic LED Display signs will provide real-time information about how many parking spaces are available on each floor. The parking guidance technology will monitor all 1,100 parking spaces in the complex's three garages.

The Class A open air Lifestyle Center has two 3-level garages at opposite ends of the property connected via additional rooftop parking with the EnSight Parking Guidance EcoSystem for Level count wayfinding and specialty parking management.

**Contact Name: Adrian Yu**
**Title:** Parking Manager
**Number:** C (562) 650-3465
**Email:** AYu@lazparking.com







# Flowbird References

## Pittsburgh Parking Authority

Contact – David Onorato, Executive Director
232 Blvd. of the Allies
Pittsburgh, PA 15222
Tel: 412-560-2511
Email: donorato@pittsburghparking.com

In 2005, Flowbird installed 54 MPC XL Pay and Display multi-space meters for the Pittsburgh Parking Authority. Those meters featured coin, bill, and credit card acceptance. Most of those initial meters were solar charged.

In 2012, the City awarded Flowbird the largest multi-space meter contract of the year after a comprehensive RFP process. Flowbird provided the best total solution; pay stations and back-office software, mobile license plate recognition, citation solution, and communications/marketing. Five hundred CWT Pay by Plate meters were installed throughout the City, replacing the MPC meters and single space coin only meters. At that point, Pittsburgh became the first city in the US to commit fully to Pay by Plate parking. An additional 340 pay stations were added in 2013. Today, the Authority has over 1,000 pay stations, which are now being upgraded to touch screen technology. The system is integrated with the City's citation management system for Pay by Plate enforcement.

In 2015, the Authority was awarded IPI's Parking Organization of the Year for their incorporation of technology to improve efficiency, customer service and sustainability as models for others in the industry.

## City of Detroit

Keith Hutchings, Director of Parking
1600 W. Lafayette, Detroit, MI 48216
Phone: 313-221-2596
Email: Hutchingsk@detroitmi.gov

Flowbird has been providing parking technology solutions to the City of Detroit since 2015. Flowbird's contract provides for mobile parking payments, over 700 parking pay stations, mobile license plate recognition, integrated reporting system, and marketing services.

Detroit is undergoing tremendous revitalization, and mobility is a key part of the transformation. In 2021, the city released an RFP for a new mobile payment application, one that not only offered standard on-street payments but encapsulated the City's vision for a mobility app. Flowbird was awarded the project and launched the new ParkDetroit app in December 2021, replacing the City's original app provider.

The new ParkDetroit app gives users the tools to make educated travel decisions prior to leaving their homes. The prices of on and off-street parking locations are shown on the app, parking availability is provided to help people select where to park, and the app is integrated with guidance systems to navigate the user to their desired parking destination.

Taking things to another level, Flowbird's ParkDetroit app provides local events listings and venue information to encourage people to spend more time downtown. The next phases of the project will include transit payments for the City's People Mover as well loading zone management.

City of Monterey

Cristie Steffy, Parking Superintendent
735 Pacific Street, Monterey CA 93940
Phone: 831-646-3953
Email: steffy@monterey.org

The City of Monterey selected Flowbird CWT touch screen technology to replace their outdated meters in 2021. Flowbird provided the city with touch screen meters with coin, bill, contactless credit card readers and receipt by text feature.

The City of Monterey currently has 28 Flowbird meters with another 10 meters to be delivered in quarter two of 2023. They are one of the first municipality to substitute printed receipt with Flowbird's *Text by Receipt* feature. With this new feature, the city was able to reduce paper trash on their streets, eliminate maintenance of printers, and most importantly saved over 2,000,000 feet of printer paper since its inception.

# Supplemental Clarifications and Scope Modifications Based on Interview

**Interview Questions for EnSight and Flowbird Team**

1) Do you have any gateless reference sites where Ensight and Flowbird have jointly installed and integrated your offerings? Or sites where you have integrated with any vendor's MSM in a gateless/LPR environment? If so, where are they, and are they in production?
**Response:** Ensight is Flowbird's distributor for MSM meters. Though this site is our first endeavor in the gateless arena, Ensight has worked with Flowbird with on several projects. Also, Flowbird offers a gateless solution with five sites in the US and over fifty active sites in Scandinavia.

   EnSight and Flowbird have ongoing conversations regarding integration and are prepared to deliver. Further EnSight will send our LPR data to Flowbird in the format they expect LPR data from all other vendors.

2) How long has Ensight's LPR offering been on the market? How many sites are using it in production? Do you have data from those sites and from Ensight LPR tools that demonstrate it will meet the functionality and performance/accuracy parameters as described in the Specification?

   **Response:** EnSight is a technology company that specializes in machine learning and vision software. The first LPR deployment was in 2020. We have 13 locations with LPR, over 40 lanes.

   Deployments of LPR with Stanford medical campus, which has 9 of the project's 22 locations live.

   - Stanford chose EnSight over Genetec.
   - EnSight integrated LPR with AVPM. Stanford has quercas with AVMP, but tested both side by side and ours was selected as the superior technology.
   - We have data from our sites that will show and prove our accuracy.

   LA Clippers selected EnSight over Genetec for the frictionless event parking LPR system. The total project will have 27 lanes of LPR and LPR on each level of their three parking garages.

   What exact model of Flowbird MSM are you proposing to provide?
   **Response:** The Flowbird Touchscreen CWT 5. With what feature set and what options?
   **Response:** Touchscreen (Differentiator) , QR Reader, Contactless/NFC payments: Digital Wallets such as Apple Pay, Google Pay, Samsung Pay , Ability to extend payments by text, Validation codes acceptance, Secure PCI-DSS payment platform EMV insert chip reader, and NFC TapnGo reader. Flowbird has a built-in wireless modem. Flowbird recommends ethernet for this project due to the EMV Credit Card transactions and the Parker two-way intercom service.

   What sort of screen size , colors, front panel devices, etc.?

**Response:** Dynamic 9.7" tablet-sized color touch screen reinforced with a 6mm- thick tempered guard glass. Displays videos, animated pictures, text, and menus to guide the user in real time. The font and screen color are 100% configurable. Also, Flowbird offers fully customizable partial and full decal wraps which are fabricated in-house in Clearwater.

3) Please provide a detailed data sheet on the proposed Flowbird product. Please ensure that the proposed MSM: See attached.
   a. Only supports credit cards (no bills or coins). Credit Card Only Unit.
   b. Supports NFC reading for tap cards, Apple Pay, and Google Pay. Yes.
   c. Does not have solar power but uses only 120V mains power. Yes.
   d. We need to discuss and clarify the 4G vs. hard-wired Ethernet connection option. We can discuss this.
      **Response:** We can use both but sometimes the 4G signal is not as strong in a parking garage. Plus, EMV credit card transactions are faster with ethernet. The Parker integration requires an ethernet connection in the machine.
   e. We need to discuss and clarify the battery that is provided.
      **Response:** We included the 75 AMP Battery, which provides 3 days of battery backup in the case of a power loss. The 75 AMP Batteries are provided with the MSM units.

4) The proposal lists Flowbird's executive team members, but it does not indicate who will be the working-level project manager and technical personnel from Flowbird and from your other technology partner Parker Technology who will provide on-site and off-site support to the project and will coordinate all the required integrations. Please provide a list and resumes of those Flowbird personnel.
   **Response:** Flowbird is the sub to Ensight on this project, but we have a full team that will support Ensight behind the scenes. Here is a list and resumes of the Flowbird employees that will be involved in the project.

***William Johannsen – Director, Project Management and Solutions Delivery***
William has been with Flowbird since 2007, working with some of the largest parking organizations in the US. William has managed parks implementations for Flowbird in the State of Colorado and the State of Minnesota as well as large scale parking projects in cities such as Las Vegas, Memphis, Philadelphia, St. Louis, Ventura, and Washington DC.

***Joe Mollish – VP of Business Development - Off Street and Gateless Solutions***
Joe graduated from West Virginia University, receiving a master's degree and his bachelor's from Marshall University. Joe brings 30 years of off-street parking experience to Flowbird. He started his career in operations with Central Parking System, where he progressed to the corporate office as the Operational Excellence Director. In 2012, Joe moved to the Parking Access and Control System industry and held senior-level positions with Amano McGann and TIBA before joining Flowbird in early 2022. He is the main contact for ASC and oversees Flowbird's rollout of the Off-Street and Gateless product lines.

Before joining Flowbird, Joe worked directly with large notable accounts such as Portland SmartPark, Houston Airports Authority, Kansas City International Airport, Mitchell

Milwaukee Airport, City of Norfolk, Virginia, City of Pasadena, and Broward County Port Everglades.

***William Duson – Field Service Manager***

William has over twenty years of field service experience, spending 11 years with Sunoco Corporation before coming to Flowbird in 2010. His work at Sunoco included servicing every aspect of service station maintenance, from back-office systems to pump maintenance, as well as electrical, mechanical, and hydraulic work. William was also the primary resource for training new technicians.

William supervises and dispatches Flowbird field technicians in his current position, including selecting the right technician for project implementations. Before this management position, which he assumed in 2019, William was a lead field technician in charge of installing Flowbird equipment, on-site project management, on-site maintenance and service, system upgrades, and training.

William has worked directly with key Flowbird clients around the US, including Boston, MA; Cleveland, OH; and Savannah, GA.

***Jeff Nethery – Global Products Support Director***

Jeff, a University of Washington in Seattle graduate, joined Flowbird in 2008 and leads the Flowbird customer support team. He has served in multiple roles in the US and internationally with Flowbird, including Customer Service Director and Global Product Director. Jeff has 30+ years of experience in parking operations, management, consulting, and project management, focused on improving operational efficiency, system integrations, and implementation of new technologies.

Jeff's background includes developing customer service programs, public outreach and education programs, consulting and planning, contract negotiations and compliance, project team coordination, customer relations, and business and partnership development.

***Patrice Yackel – Software Customization Manager***

Patrice has worked with Flowbird for over 15 years in various capacities. Her broad experience in accounting, customer service, Help Desk, and service department management has made her a true partner to our customers. She has ensured timely installations to hundreds of satisfied customers.

Patrice's role at Flowbird is to oversee our software customization team, ensuring that testing processes are followed and that customers are satisfied with the transaction flow seen by the end users. Patrice will work closely with our software customization staff and project manager to ensure that all rates, policies, and messages are accurate and meet ASC's standards.

Patrice's team has customized software for over 900 clients across the United States, including the Philadelphia Parking Authority, Washington State Parks, and the cities of Vancouver (WA) and Syracuse (NY).

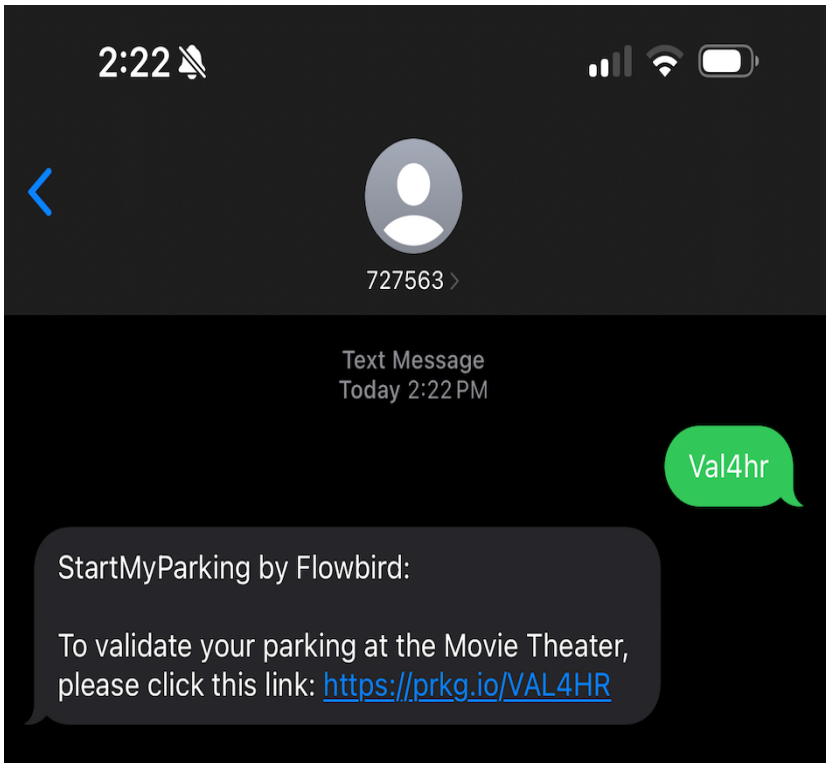
***Anthony Brown – Back-Office Manager***

Anthony joined Flowbird in 2011 and attended Georgia Southern University and Savannah State University. He has 20 years of experience in back-office system configuration and customer service. In his current role, Anthony is responsible for the initial setup of client systems, including configuring the back office, integrating with third-party systems, and setting up credit card accounts.

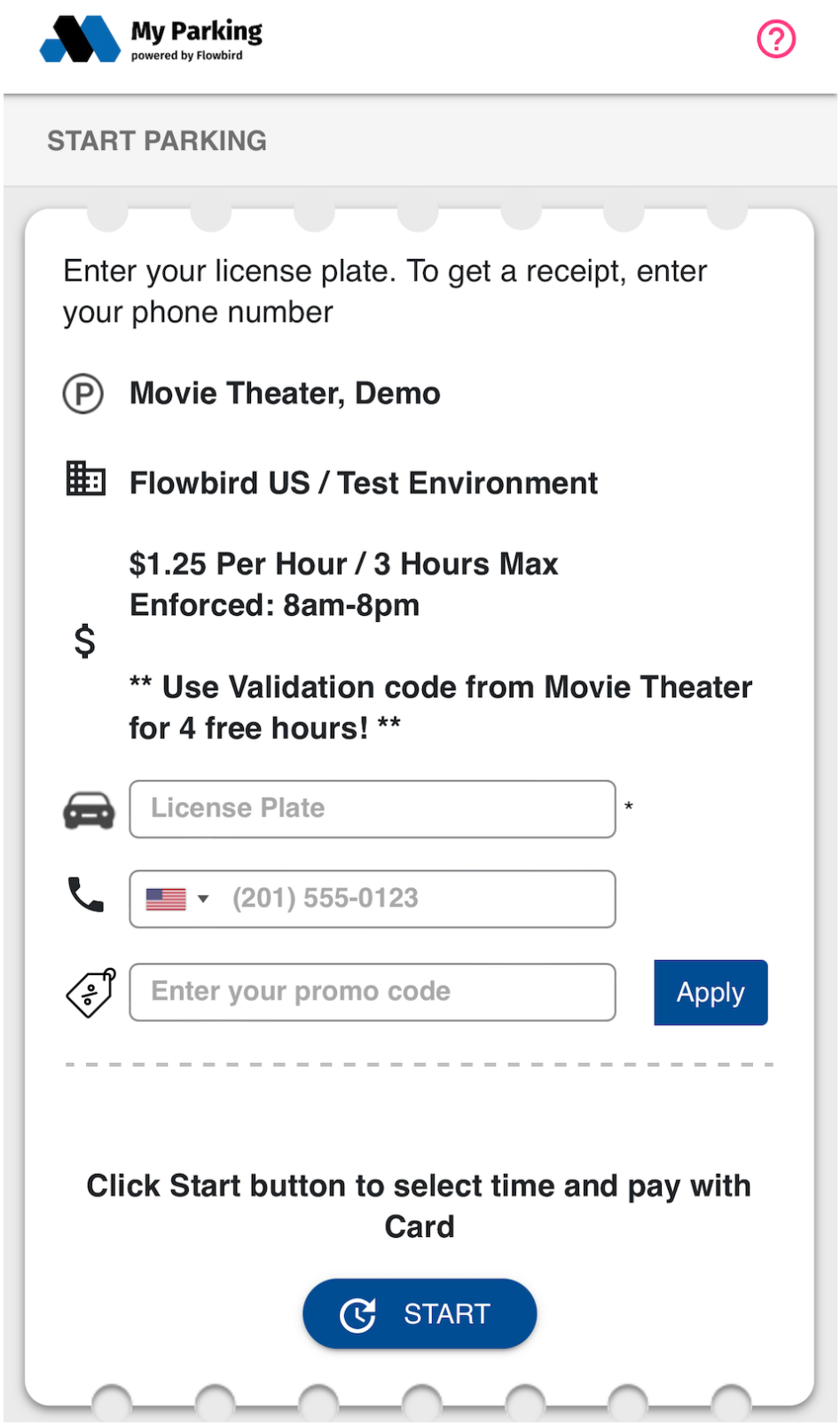
Anthony works with Flowbird clients of all sizes (over 400), providing training and guidance on all aspects of the Flowbird back-office system, including running specific reports and managing online parking validation programs. For this project, Anthony will work directly with ASC staff to configure the back-office to simplify reporting and ensure your team members are trained on all back-office functions.

5) Please explain in detail how you intend to implement validations as requested in the RFP, especially for the theater?
**Response:** Flowbird offers Numeric code merchant discount validations. The customer can use the APP or the MSM Kiosk to key in the discount when paying for parking. Theatre patrons will receive a code at the event or prior to arriving. Once they key their license plate then have the opportunity to apply the validation code. However, Flowbird and Ensight believes that the best solution for the Theater Validation is to utilize Flowbird's Text to Pay solution.

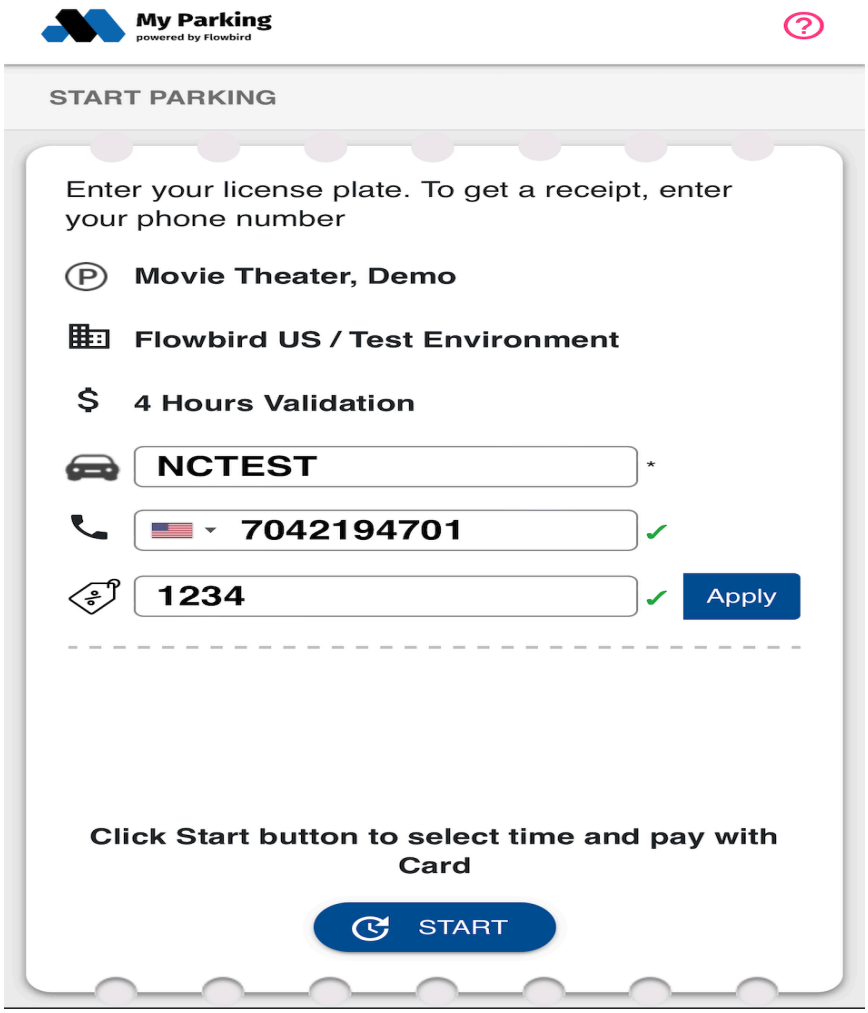
Flowbird set up a quick demo to test this out, you can either text Val4HR to our short code text number 727563 and you should receive the following response. Below the instructions in each screen.



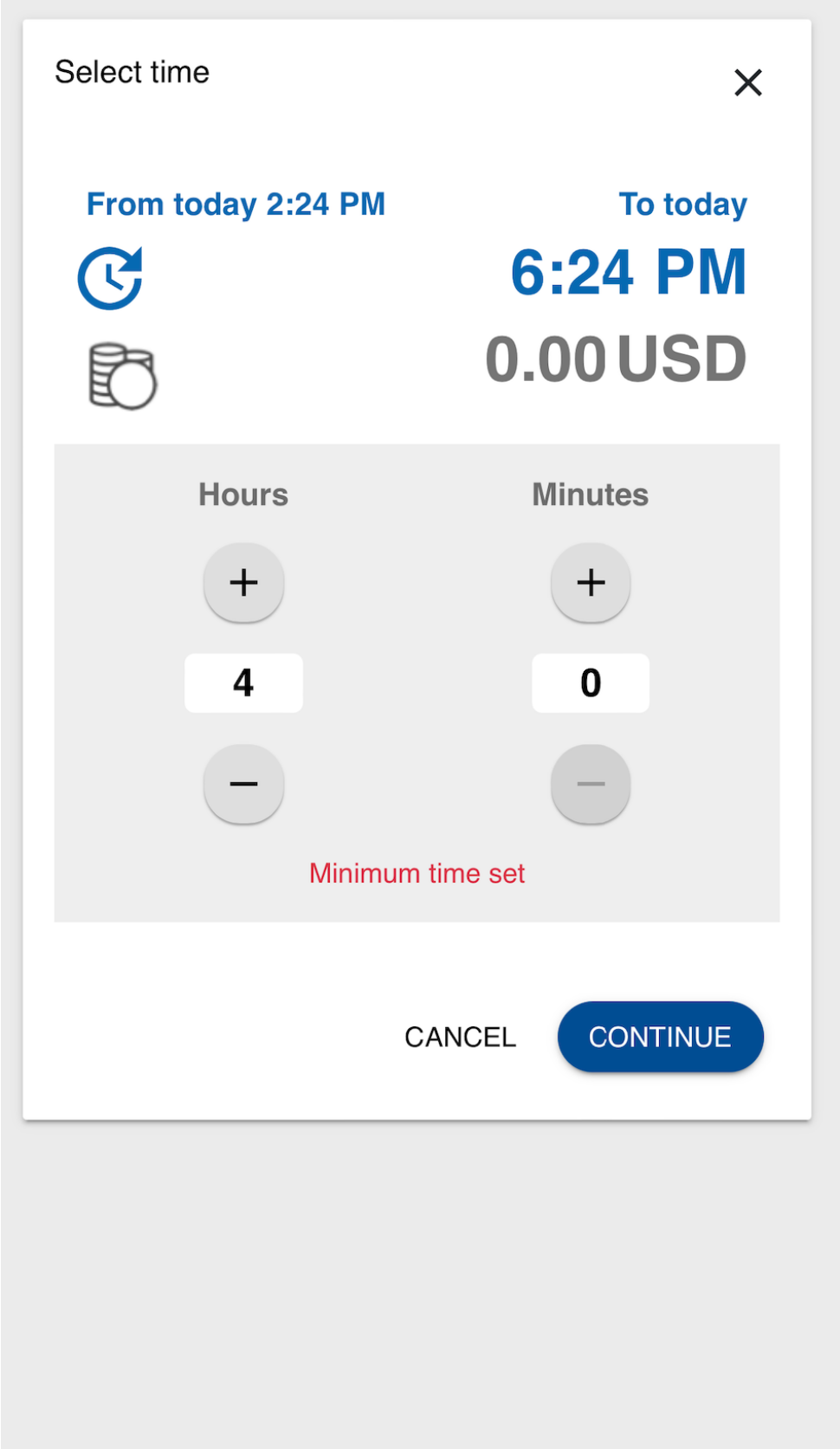

Then, once you click on the link, you should see the following.

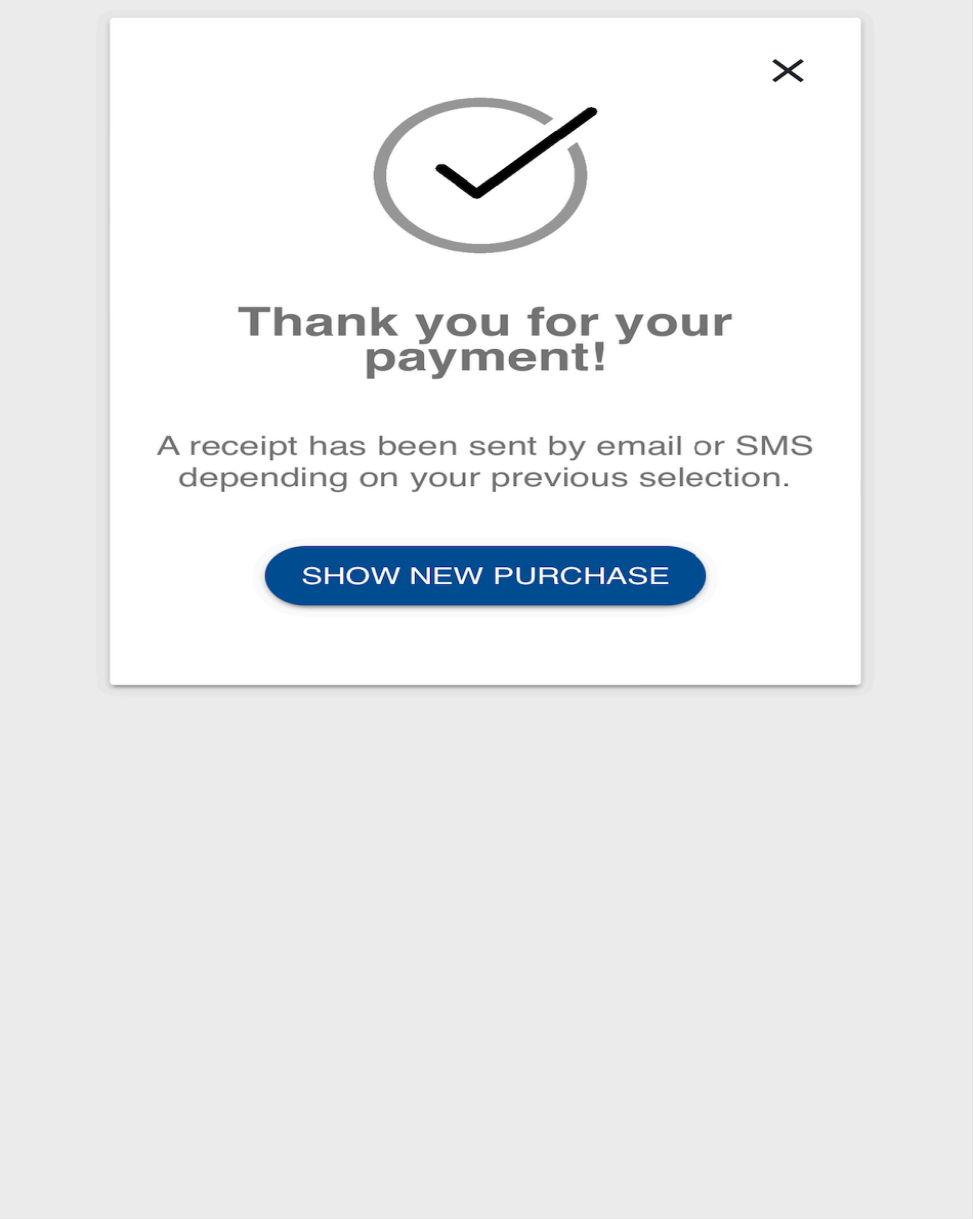

My Parking
powered by Flowbird
START PARKING
Enter your license plate. To get a receipt, enter your phone number
Movie Theater, Demo
Flowbird US / Test Environment
$1.25 Per Hour / 3 Hours Max
Enforced: 8am-8pm
** Use Validation code from Movie Theater for 4 free hours! **
License Plate
*
(201) 555-0123
Enter your promo code
Apply
Click Start button to select time and pay with Card
START

Key in the Validation Code 1234, which provides 4 hours of parking for free and so you will have to enter in the license plate number, mobile number (optional only if you want an SMS confirmation), as well as the validation code, followed by clicking on 'Start'. If the validation code is not entered, then the flat rate for Bellamy Garage would apply.




After you click on 'Start', you have to click on the + button once and you will see 4 hours added at $0, then all you have to do is click on 'Continue' and you're finished.


Select time
From today 2:24 PM
To today
6:24 PM
0.00 USD
Hours
Minutes
4
0
Minimum time set
CANCEL
CONTINUE




6) Please explain in detail what you plan to provide for a Citation Management System and how you intend to implement the integration with the City's DataTicket handhelds, as requested in the RFP and described in the Specifications.
**Response:** Flowbird does not integrate with DataTicket handhelds, but it works with other partners nationwide. We are suggesting Park Loyalty as the Citation enforcement component of our proposal. You can find more information about Park Loyalty in the attached brochure, and the pricing for the Park Loyalty Solution is provided in the pricing spreadsheet.

7) Please explain how your proposed solution will support permit parkers using license plate based virtual permits.
**Response:** Flowbird is offering its customer-facing Permit Portal for parkers to register and input their license plates. Through the integration, Ensight will receive the database of permit parkers. When the plate is read, the software will scan the vehicle's license plate and notify Flowbird that the permit is in the garage. The software will then update its plate inventory listing, confirming that the permit is in the garage and the license plate is valid.

8) Please explain the details and availability schedule of the Parker Technology intercom being integrated right into the Flowbird MSM and confirm if you included or did not include the Parker monthly and per call fees into your proposal pricing.
**Response:** Flowbird plans to integrate with Parker for this project and includes integration costs. During discussions with Parker for the bid response, they mentioned that they are currently under contract with the City of South Tahoe and would transfer the service to our hardware. The monthly Parker fees and integration costs are included in the pricing.

9) Please explain how you plan to integrate with a City-selected pay-by-cell provider such as ParkMobile or PaybyPhone.
**Response:** Flowbird already has integrations with Parkmobile and PaybyPhone. We receive the plate numbers paid, so they are removed from the Flowbird software back-office license plate non-payment report.

10) What are the credit card transaction clearing fees and any other transaction-related fees, assuming that the City of South Lake Tahoe is the Merchant of Record? For Flowbird to be
**Response:** If Flowbird is **not** the merchant on record, unlimited credit card fees are $6.00 a month on top of the quoted Back-office connectivity fee. The City of South Tahoe requested pricing per transaction for Flowbird to be the Merchant on Record (MOR) for the city. The cost per credit card transaction would be **3.15% plus a $0.30**. This would be deducted as a line item from the credit card revenue and sent to the City of Tahoe on a customized schedule based on the city's need.

11) You included an "allowance" for static informational signs into your proposal. How do you plan to develop the content for these and get them made?

**Response:** Content to be coordinated with the City regarding design, style and verbiage. Working with Flow Bird, who has thousands of deployments, between them and the city, the signage will be designed.

EnSight has Signage partners that can print the static signage once it is approved. We use two sign companies that are less than two miles from our office.

12) Why are you requiring 120V sign power? 12-24VDC may be more desirable in this use case.
**Response:** The base signs can be low voltage. The optional VMS displays must be 120v.

13) Why are Item #16 and Item #20 set to $0 in the Price Proposal Form? Why is there an extra "optional" charge on Line #30 for the Flowbird Permit Portal Permit parker support? Permit parker support is a base requirement of the RFP.
**Response:** Item #16 is included as part Flowbird's back-office software and is included in the monthly SaaS fee in line item #28.
**Response:** Item #20 – Flowbird included an integration cost for the enforcement units. With Flowbird now using its own solution, we have revised the proposal to include integration cost for the Park Loyalty handhelds and citation enforcement solution.
**Response:** This was meant for internal discussion if there was another one that was preferred by Ensight. Our intention is to provide our Permit Portal and the cost provided for set up and the additional monthly fee would apply.

14) Please provide more details on your project schedule – preferably in GANTT Chart form – and also include critical items such as preparation of detailed submittals to support the Installer, information on lead times of digital signs with custom paint color, etc.

**Response:** Estimated project schedule attached.

15) Please explain in detail the scope, approach, and staffing of your service and support offerings during warranty and post-warranty. The proposal wording seems to exclude on-site support/service and labor costs for service/support.
    a. Do you provide **on-site** service with the response times and service levels specified in the RFP, including all labor, materials, and repair parts?

    **Response:** Pricing updated to include labor and materials. Pricing does not include replacement of parts damaged by third parties or vandalism.

    b. Which company(ies) will the on-site service people come from?
    **Response:** Both Flowbird and Ensight. Ensight will take the lead on handling the service call process.
    c. Does your remote help desk provide 24x7 access to technical professionals who can assist with troubleshooting and problem determination remotely? Does this help desk available by both phone and web/email?
    **Response:** Flowbird's support desk is available 24/7 via phone(877-362-6330), email (us.support@flowbird.group) and web (Flowbird.group).
    d. Does Ensight coordinate all service/support work as the central party regardless of which underlying product vendor(s) a specific issue is with?
    **Response:** EnSight will be the main POC for system-related issues. We, too, have a 24/7 help desk. We are working with Flowbird on a way to streamline communication on issues through a central request for service. So, if the issue is related to the flow bird technology, EnSight would have visibility, but the requests by

the client will get directed to the appropriate support group for troubleshooting to avoid the telephone game.

e. Do you have a support ticketing system and how does it work?
**Response:** Flowbird offers a 24/7 365 support ticketing system for the City of South Tahoe.

16) Discussion is needed on your Exception to the City's Insurance Requirements and what the cost would be if the City does not accept your umbrella policy and requires additional coverages.

**Response:** Per our discussions, the city is reducing the umbrella requirement to 5mil. The pollution insurance is required per the city. EnSight is getting an estimate on these changes to the policy and will send over once received.

17) Discussion is needed on your Exception to the City's LD requirements. The City cannot waive the LDs. Also, please note the following comments, which may address some of your stated concerns.
   a. The City is very unlikely to postpone the NTP date.
   b. The City has a history of prompt payment.
   c. Ensight is not penalized for delays caused solely by the Installer.

- **Response:** EnSight has reviewed this with our bid team and our board. EnSight is open to LDs under the following revision:
  - LDs are capped at 25% of the initial project price.
  - Daily LD limit of $150/day.

221 N Broad St Suite 3A
Middleton, DE 19709
(414) 339-1222

# Enforcement and Ticket Management Proposal

May 2024

Park Loyalty, Inc.

This document contains private and protected information, ideas, know-how, and processes that are the sole property of Park Loyalty, Inc. and its affiliates and shall not be duplicated, used, or disclosed – in whole or in part—for any purpose other than to evaluate this proposal.

# Executive Summary

Park Loyalty is a highly qualified firm and has experience serving the needs of parking management operations across the country. Most importantly, we understand the significance of having a program that is flexible and works for the benefit of City.

Our ability to take proven, currently deployed applications and modify them to this program's requirements greatly reduces the risk associated with program delivery. The platform needs to manage the customer interaction, customer journey, and empower City teams to manage the business rules of the platform with ease, while providing detailed program management metrics that allow operators to proactively management operations. On top of that, the platform must integrate with a multitude of ecosystem providers to harness its true value. Park Loyalty's SaaS solution is this system.

Park Loyalty's understanding of on-street parking enforcement, enforcement technology, ticket processing system, and digital permitting and best practices will help shape the design, implementation and management of the Violation Management Program Platform. Because of our extensive industry experience and partnerships, Park Loyalty helps private and municipal programs develop enforcement and ticket processing programs that align proven solutions, new technologies, and industry best practices.

The rich features of our handheld enforcement system are demonstrated by cities that use it to enforce parking regulations on a citywide basis. Most notably, the Philadelphia Parking Authority (one of the three largest US parking programs) implemented over 350 handhelds running our platform, with real-time permit and payment integrations, workforce allocations, GIS tracking and real-time analytics. The City issues nearly 2 million tickets annually and the handheld devices scan over 50,000 vehicle license plates each day.

Our proposal includes the following technology and services:

- **Enforcement Platform:** Our enforcement platform focuses on offering solutions that improve the traditional model. We believe that enforcement solutions shouldn't be complicated, come with high upfront fees, or be difficult to manage. We focus on artificial intelligence, machine learning AI/ML tools and management software that provide metrics to manage enforcement, demand, and price fluctuation. Our turnkey enforcement solution takes a proven, deployed application and modifies it to your program's requirements which, greatly reduces the risk and costs associated with program delivery.
- **Ticket Processing Platform:** The back-office system is designed to handle reports and process tickets. The platform has a built-in rules engine, ticket escalation module and notification module to help manage the tickets. Powered by its multiple dashboards, the platform allows for stakeholders to efficiently manage the issuance, processing and motorist's notices and appeals.
- **Mobile-Compatible Payment Site**: A customer website that is optimized so customers can easily make payments on various mobile devices like smartphones and tablets.

Our technologies and deep experience will bring the City a violation Platform with national experience and the resources to deliver an innovative program. Some of the customers we have served in recent years include:

| | | |
|---|---|---|
| **Philadelphia, Pennsylvania, USA** | **Contract Term** | Current Contract – 2022 - ongoing (Subcontractor) |
| | **Current Contract Value** | $2.3 million |
| | **Software Used** | Enforcement Platform |
| **Parking Management Program Overview** | In 2022, the Philadelphia Parking Authority implemented the parking enforcement software on 350 handheld devices to support the City's Parking Management Program. Nearly 2,000,000 tickets are issued in Philadelphia each year.<br><br>Tickets and all associated photos are communicated from handheld software to the backend ticket processing system in real-time. The handhelds are integrated with pay-by-plate paystations, the city's ParkMobile mobile payment, numerous plate-based permit files, and the towing system for automated dispatch & tracking.<br><br>The Philadelphia Parking Authority is an Accredited Parking Organization™ as determined by the International Parking and Mobility Institute for organizations that have achieved a comprehensive standard of excellence by deploying best practices in responsible parking management and operations, customer service, professional development, safety & security. | |

| | | |
|---|---|---|
| **City of Folly Beach, SC** | **Contract Term** | Current Contract –ongoing (Subcontractor) |
| | **Current Contract Value** | $300,000 |
| | **Software Used** | Enforcement Platform, Processing Platform, Payment platform and Appeals |
| **Parking Management Program Overview** | The City of Folly Beach implemented the parking enforcement software support the City's parking management program. The City of Vallejo issues 25,000 tickets each year.<br><br>We designed the program to issue tickets, enforce regulations, adjudicate tickets and fees, accept payments, manage customers, generate reports, and a customer facing mobile and portal. | |

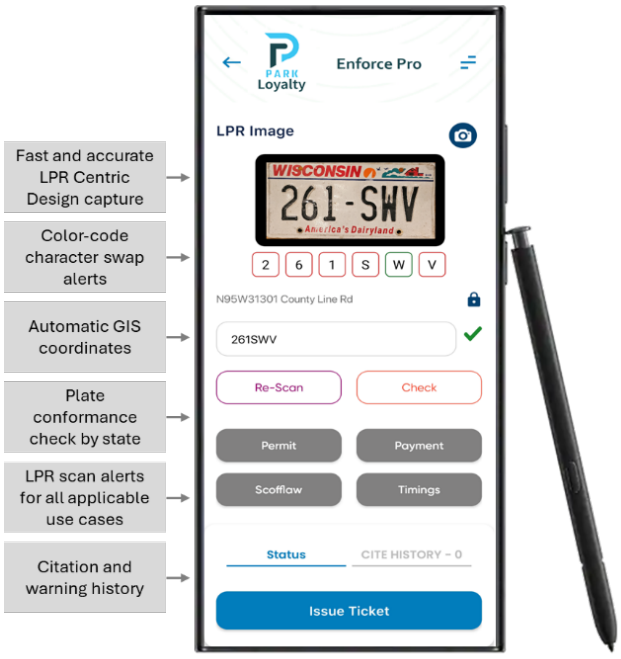
| | | |
|---|---|---|
| **Chattanooga, TN**   | **Contract Term** | Current Contract – 2023 - ongoing (Subcontractor) |
| | **Current Contract Value** | $180,000.00 |
| | **Software Used** | Enforcement Platform |
| **Parking Management Program Overview** | In 2023, the City of Chattanooga, TN is implementing the parking enforcement software on 12 handheld devices to support the City's parking management program. On average, 80,000 tickets are issued in Chattanooga each year. | |

# Enforce Pro: Enforcement Platform

Our turnkey implementation for enforcement, for Smart Parking Program, takes a proven, deployed application and modifies it to your program's requirements which greatly reduces the risk and costs associated with program delivery.

Our unique solution removes the complexity of integration with various systems via an API first approach. Our microservices based solution architecture and its ability to integrate with various systems ensures the data integrity during the enforcement process. Through this architecture, we have eliminated the cost associated with 3rd party integration and we pass these benefits to our customers. There are no costs associated with any of the 3rd party integrations.

Our proposal includes the following technology and services enhancements:




- Mobile LPR Scan Engine: PEOs can simply scan a license plate and evaluate the visual cues in the App to enforce. The engine does all the heavy lifting behind the scenes to generate the visual ques' by checking with payment, permits, exempt list, scofflaw list, stolen, warning, historical tickets and timing/mark records.
- Mobile Ticket Issuance App: The smart ticket form and issuance engine, minimizes fat fingering issues and ensures data integrity via just in time checks with all integrated systems. The vehicles can easily be cited or marked/timed ("chalked"). The issuance App ensures the address is auto populated by GPS in all forms, the scanned images are automatically attached to each ticket and uploaded, and the make, model and color are automatically loaded when available in the system.
- Rules Based Engine to Administer Enforcement App and System Easily
    - Configuration Engine: Build your enforcement ticket layout quickly using our intuitive drag and drop mechanism.
    - Data management layout to quickly and efficiently update rules for enforcement.
- Integration Engine
    - Time Limit Marking Engine: Complete sharing of "digital chalks" across all vehicles (like Vigilant) and manual marks by officers.
    - A built-in engine to integrate with multiple Pay by cell systems, meter payment system, LPR vehicles, permit system and processing systems.
    - Automatic Boot and Tow notifications based on LPR scan hit

- Automatic API or file-based exports to processing and collection system.

- Dashboard and Reporting system
  - Multiple dashboards to view productivity, operations, officer activity, revenues, utilization and integrations
  - Officer summary and productivity reports
  - Ticket reports to manages operations
  - Location base reporting (GIS reports) at the specific address, zone or block level
  - Analytical and Advanced productivity reports
  - Anomaly reporting to detect errors quickly

## Key Components

Our enforcement solution has five major components:

- Enforcement Hardware – Customer's choice of android handheld devices, printers and wireless service.
- Enforcement App – Android based App that transforms an enforcement program into a data driven, AI/ML (Artificial intelligence/ Machine learning) based program, centered on data integrity, productivity, accountability and efficiency.
- Dashboards and Reporting– Management tools and analytics to offer a coherent, data-driven enforcement program.
- System Administration – Complete control over the ticket form layout, data and rules for enforcement.
- Integrations - Brings a wealth of real-time information to the fingertips of PEOs.

## White labeling

As an extension of your operation, the enforcement app is branded based on customer preference. Customer logos, styling, and branding can easily be incorporated for that custom feel.

## Integrations

The enforcement solution comes with a pre-existing integration interface with a host of vendors such as:

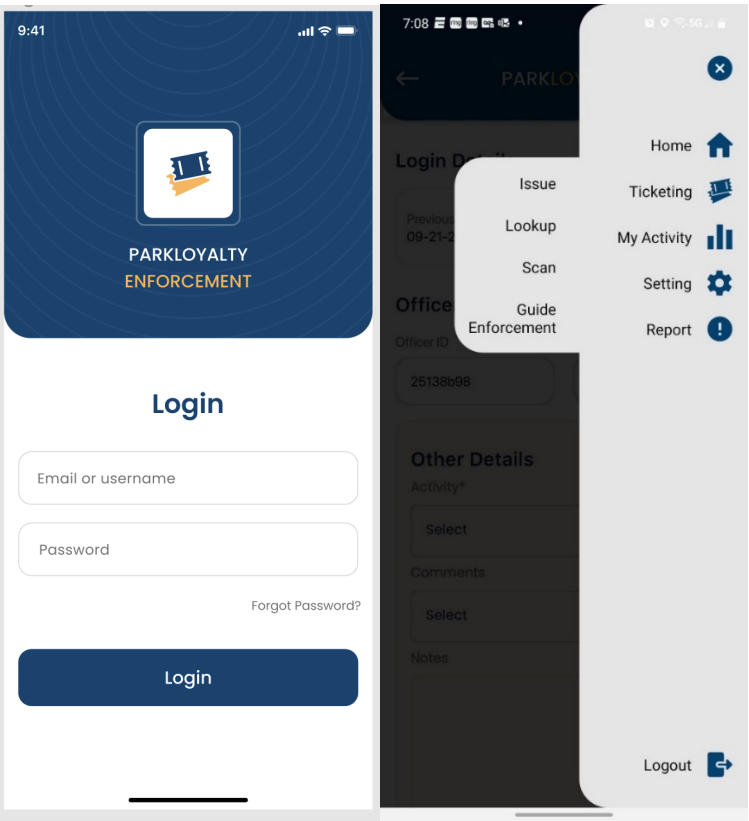
- Meters: Flowbird (Parkeon & Cale), and T2
- Mobile Pay: Get my parking, PaybyPhone, Parkmobile, Passport, and Text2Pay, LAZGo, ACE SpACE
- Permits: ParkLync, Duncan Solutions, Flowbird, T2, and Parkmobile
- Court systems: Axiom and BS&A
- LPR: Genetec, Vigilant, Indect, and Risetek

In addition to our existing integration points, we are continually adding ecosystem partner, helping "future proof" in case the City decides to change vendors at any point.

## Integration Partners

## Navigation

The enforcement app is designed using material design concepts introduced by Google. The material design concepts allow for intuitive and easy navigation, dramatically limiting the amount of training required for Parking Enforcement staff to learn the tools. All PEOs have unique credentials to login.



## LPR Engine

Holding efficiency and automation paramount, we have taken an LPR centric approach to enforcement. PEOs simply scan all plates via a manual mode or directed enforcement mode and follow visual cues in the app to enforce. Once a plate is scanned, our powerful LPR engine captures the image and reads the plate number in a fraction of a second and automatically compares it against payment data, permit data, timing records, stolen list, scofflaw list, and exempt list, which drives a color-coded parking enforcement officer experience. Red implies enforce, grey implies no records in the system, and green implies ignore. These visual clues are immediately intuitive for users (PEOs) of all technical skill levels. The below image outlines a typical LPR scan view.

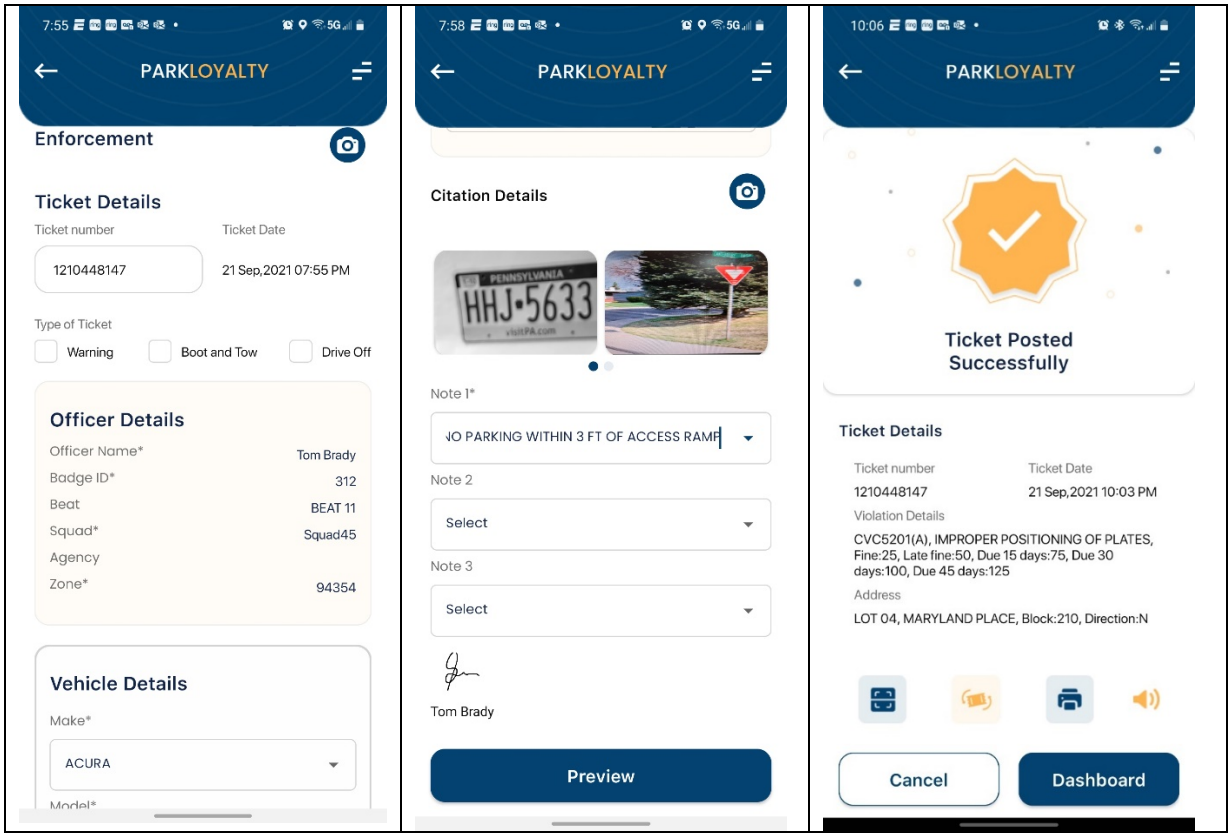



The LPR Scan view also

- Captures the GIS coordinates of scan location, reverse geo codes the coordinates to auto populate and capture the address/location information.
- Matches the pattern of the plate number against the typical pattern of the state license plate numbers.
- Provides options to rescan the plate or edit and check the plate again.
- User AI/ML to load make, model and color of the license plate.
- Optionally, look at the warning and ticket history.

## Ticket/Ticketing Smart Form

Once issued, tickets, and photos are instantly uploaded and viewable via web browser within seconds. Photos, notes, and remarks are all stored as part of the record.

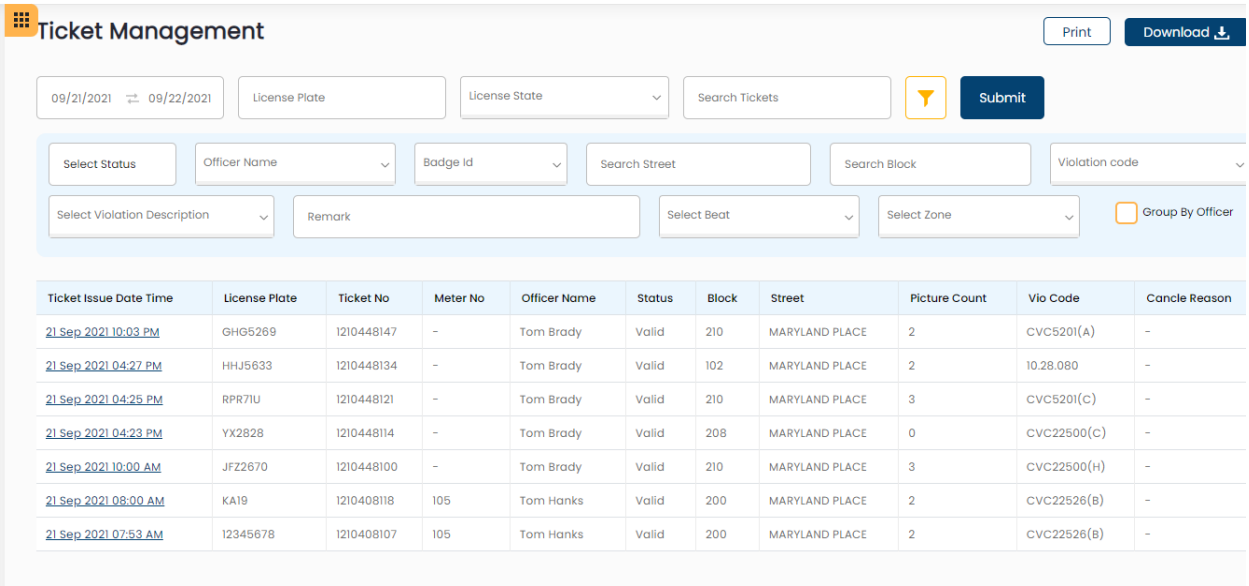



## Just in Time Check

If a payment button is not lit up in green and once PEOs completed filling out the ticket details and attempt to issue the ticket, a just in time check is done against the source databases for payment and permits to see if a payment came in. If a valid payment is found, the officer is prevented from issuing a ticket. PEOs can cancel, reprint and reissue a ticket as needed once the ticket is printed. Reissue will allow officers to retain all the ticket data from the previous ticket except for violations. PEOs can simply select the violation and issue more tickets via the reissue process.

# Process Pro: Violation Processing Platform

The Ticket Management Report provides a list of all tickets issued during a user specified time period, and can be filtered by several parameters including, officer, zones, address, violation code, license plate, and remarks.




| Ticket Issue Date Time | License Plate | Ticket No | Meter No | Officer Name | Status | Block | Street | Picture Count | Vio Code | Cancle Reason |
|---|---|---|---|---|---|---|---|---|---|---|
| 21 Sep 2021 10:03 PM | GHG5269 | 1210448147 | - | Tom Brady | Valid | 210 | MARYLAND PLACE | 2 | CVC5201(A) | - |
| 21 Sep 2021 04:27 PM | HHJ5633 | 1210448134 | - | Tom Brady | Valid | 102 | MARYLAND PLACE | 2 | 10.28.080 | - |
| 21 Sep 2021 04:25 PM | RPR7IU | 1210448121 | - | Tom Brady | Valid | 210 | MARYLAND PLACE | 3 | CVC5201(C) | - |
| 21 Sep 2021 04:23 PM | YX2828 | 1210448114 | - | Tom Brady | Valid | 208 | MARYLAND PLACE | 0 | CVC22500(C) | - |
| 21 Sep 2021 10:00 AM | JFZ2670 | 1210448100 | - | Tom Brady | Valid | 210 | MARYLAND PLACE | 3 | CVC22500(H) | - |
| 21 Sep 2021 08:00 AM | KA19 | 1210408118 | 105 | Tom Hanks | Valid | 200 | MARYLAND PLACE | 2 | CVC22526(B) | - |
| 21 Sep 2021 07:53 AM | 12345678 | 1210408107 | 105 | Tom Hanks | Valid | 200 | MARYLAND PLACE | 2 | CVC22526(B) | - |

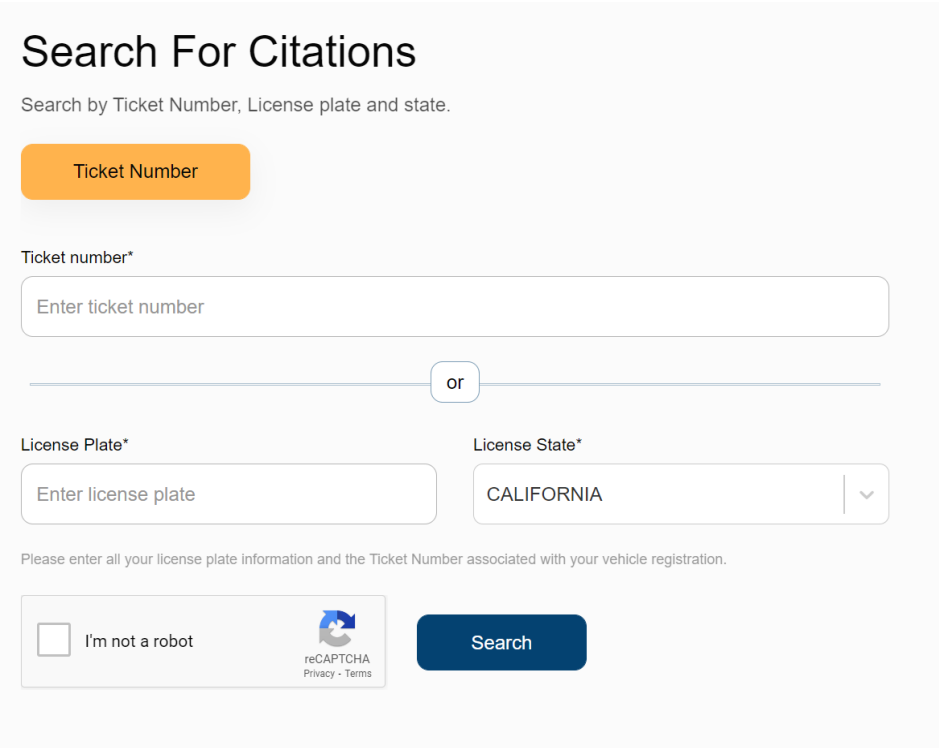
## Customer Account Website

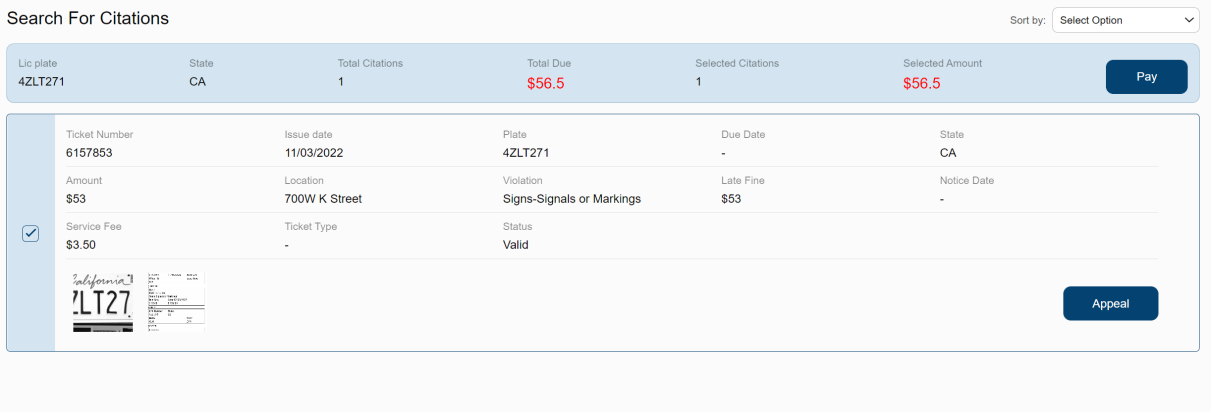
If awarded, Park Loyalty will implement a customer account management function that can be accessed by logging into our secure site. Customers that want to establish an account simply provide an email address, phone number, vehicle license plate number and other user information. We then create and maintain an account that lists the customer's current ticket status.

Motorists can inquire and pay using a payment portal. A custom branded portal will be provided to the City and configured to its business rules and motorist will have the option to inquire about all tickets related to a license plate using a ticket number or license plate and state. The payment portal allows for payments using various card types. Users can pay tickets with credit cards or debit cards securely from the site. If the system accepts the payment, it provides an authorization number, and allows the user to print the confirmation page for their records. If the customer provides an email address, the confirmation can be sent by email, as well. All online payments and adjustments or corrections are processed, applied, recorded, and managed.

The payment is completed using a few easy steps where the user is navigated through the process.

***Search, select, and pay***



## File an Appeal

Motorists can search for the ticket on the web portal and once a ticket is found, and is eligible for appeal, they click on the appeal button. If the ticket is not eligible for appeal, a text outlining why it is not eligible for the appeal is outlined.

The motorist fills out the reason for appeal, personal information and uploads the required documents. (option needs to be provided in the UI), signs the appeal and submits.

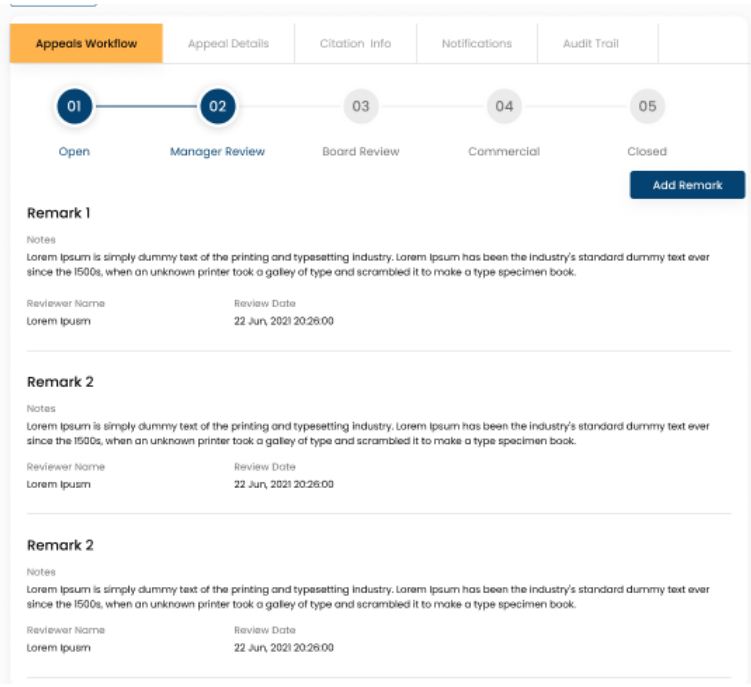
Once submitted, a confirmation receipt is emails to the motorist along with a mail notice appeal is sent to user. Once a notice is created all changes to the appeal are logged in an audit trail which will allow City administrators to review the actions.

## Managing an Appeal

The ticket management portal provides option for managing appeals through a formal review and appeal process is an essential function of an effective municipal parking program.

The web portal includes an integrated appeal review and hearings schedule module. The ticket processing portal is designed to capture and record the required information for each level in the appeals process at each level. The Appeal workflow is dynamic and is defined based on customer business rules. The appeal processing is transited from one state to another based on the review.

The ticket is automatically suspending the ticket from processing pending completion of the appeal review, administrative hearing, and/or decisions and outcomes.




Once an appeal is filed all support required to handle appeal review and hearing requests is provided by the ticket management portal. The portal has built in support for indexing of the scanned contestation document images to the appropriate tickets.

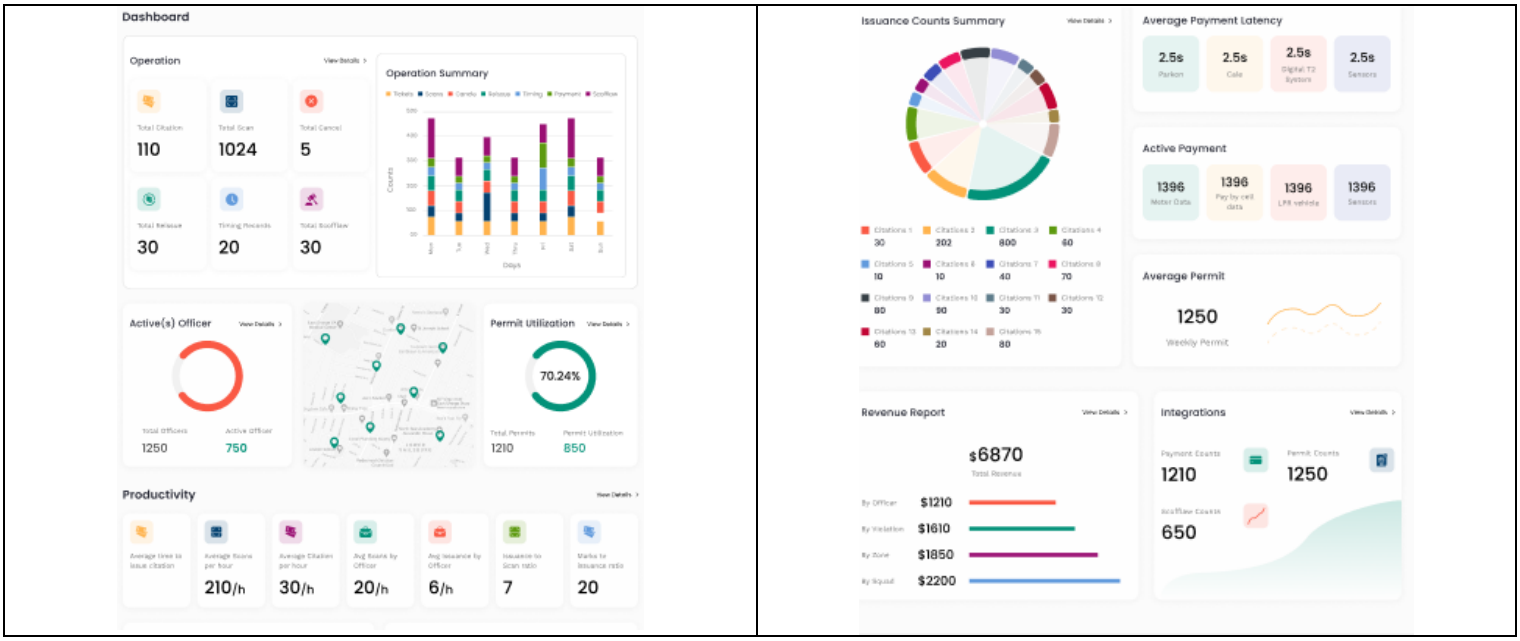
The portal allows for documenting all mail-in appeals and hearing requests and correspondence into the portal to kick off the workflow. The appeals portal is supported by a comprehensive daily, weekly, monthly and on-demand reporting.

## Dashboards and Reporting

Our parking enforcement solution provides a wide variety of dashboards and reports design to track, monitor, and manage the enforcement operations efficiently. These reports ensure PEOs, supervisors, and administrators have up-to-the-minute program information at their fingertips. We designed our enforcement handhelds to capture various data points to create multiple dashboard and reports. This includes aggregating data around ticket issuance rates, license plate scans, office activity, officer routes, images, timing records, permit utilization rate, and scofflaw hit rate among others.

Each of these activities are easy to analyze through either our management dashboards or web-based reporting suite. The backend system provides the following dashboards: Summary dashboard, Operations dashboard, Productivity dashboard, Utilization dashboard, Revenue dashboard, Integration's dashboard

Summary Dashboard (*example*)



# Pricing

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# CWT Multi-Use Kiosk




## INCREASE CUSTOMER SATISFACTION AND IMPROVE YOUR UPTIME

- Perfect for **unattended payment acceptance** at the curb, off-street, or in a parks setting
- Large **touch screen display** guides users step by step through the transaction
- So **many ways to pay** – cash, credit/debit cards (mag stripe, EMV, contactless/NFC), digital wallets (Apple Pay, Google Pay, Samsung Pay)
- Keep your customers in compliance with text receipt and **Extend by Text**
- Manage the curb with **remote rate and message changes**
- Accessible design meeting **ADA requirements**

# CWT Touch Multi-Use Kiosk




**Power:**
Solar (with optional 4-way rotating solar panel) or AC Power

**Communications:**
4G LTE, Ethernet, or Satellite

**Touch Screen Interface:**
9.7" tablet-sized color touch screen reinforced with a 6mm-thick tempered guard glass. Displays videos, animated pictures, text, maps and dynamic menus to guide the user in real time.

**Payment Options:**

- Motorized coin selector: 14 different coins or tokens
- 4 way bill acceptance
- Credit/debit card acceptance: EMV, PA-DSS, P2PE certified card reader
- Contactless/NFC payments: Digital Wallets such as Apple Pay, Google Pay, Samsung Pay
- Extend payments by text
- Validation codes acceptance
- Secure PCI-DSS payment platform

**Graphical thermal printer** - Paper or self-adhesive tickets

- Without BNA option: 6,500 tickets capacity
- With BNA option: 4,500 tickets capacity
- Text receipt option (touch screen model only)

**Secure collection vault**

- Mobile cash box collection
- Mechanical or electronic locks
- Vault capacity
    - Non BNA option: 3,000 quarters
    - BNA option: 3,000 quarters, 1,000 bank notes

**Other Attributes:**

**Material:** Anti-corrosive stainless steel

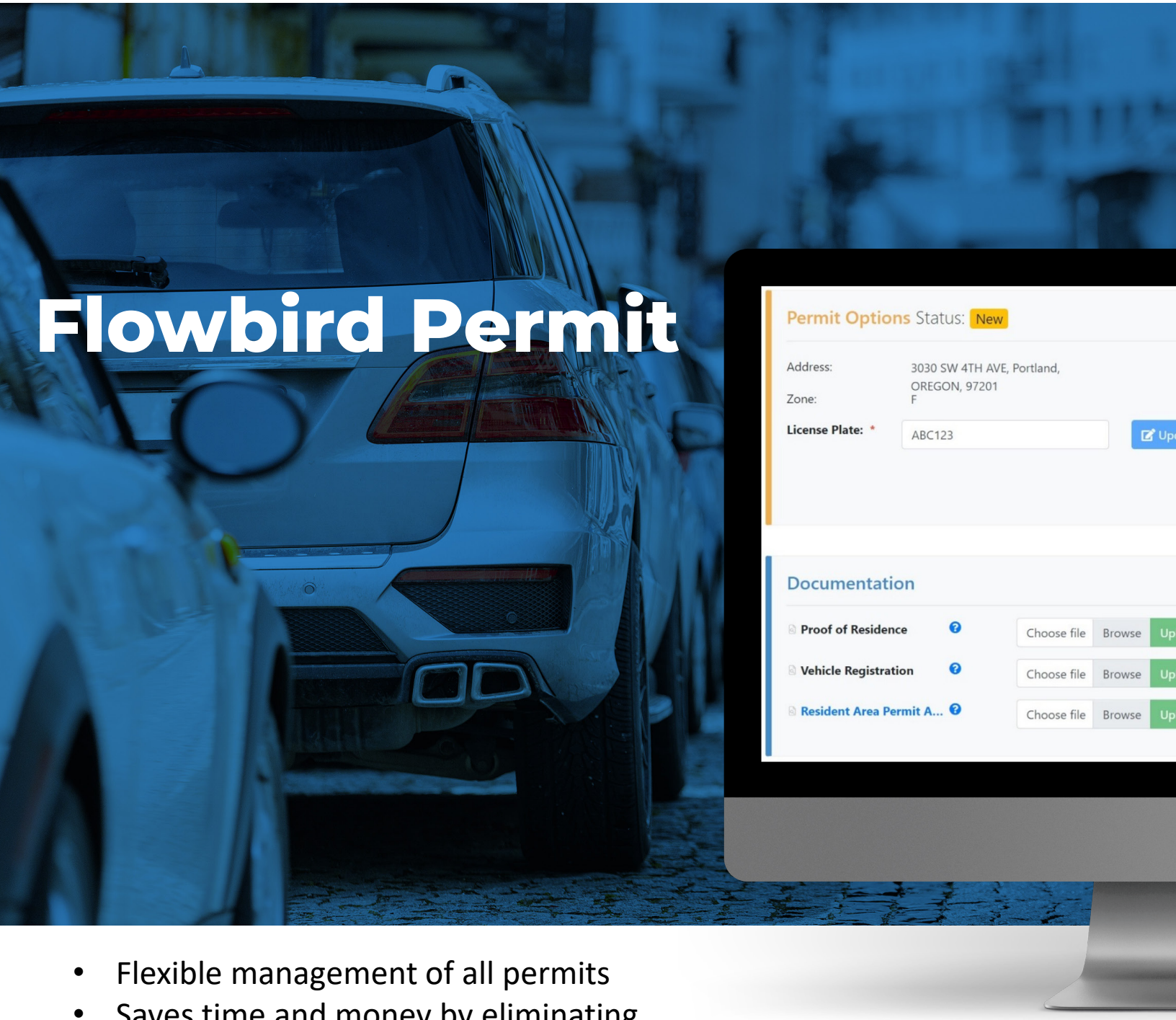
**Dimensions:** 58" x 16" x 13.5 (w/antenna)"

**Temperature/Humidity:** -22 degrees F° to 131 degrees F° up to 95% relative humidity at 131 degrees F°

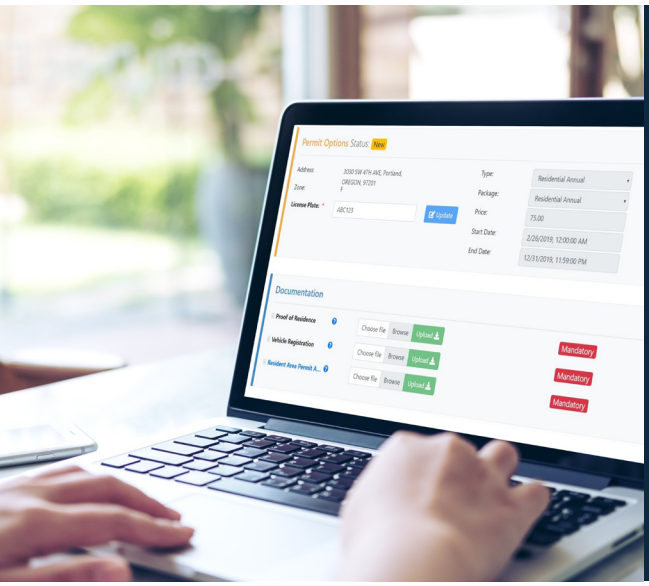
**Cabinet Colors:** Full custom color options

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# Flowbird Permit




- Flexible management of all permits
- Saves time and money by eliminating stickers and hang tags
- Online portal branded for your agency
- Real-time updates



Flowbird Permit is a web based parking solution that simplifies the management of all types of parking permits. Our fast, flexible, and customizable solution has a wide range of applications with full control over revenue and statistics.

## A Wide Range of Permits

| | | | |
|---|---|---|---|
| Daily | Annual | Resident | Employees |
| Monthly | Student | Visitors | More! |

## Benefits for your agency

- No more stickers or hang tags to manage
- Web based reporting of all permit sales
- System allows for geo-fencing of permit holders & permits
- Verify permit holder documents online

## Benefits for your customers

- No delay in purchasing a permit - real time activation is available
- Payments can be made online
- Permit expiration notifications are sent by email
- Multiple plates can be added to an account
- Chat directly with the agency through the web portal

Flowbird Permit offers an agency branded web portal incorporating your logo and color scheme.



## Flowbird Permit can be accessed from several different devices including phones, desktops, tablets, etc.



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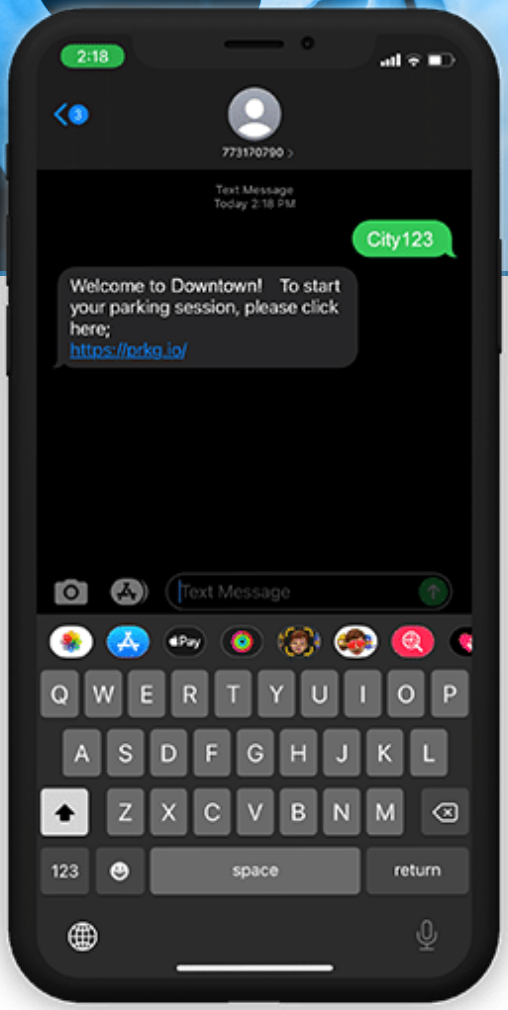
40 TWOSOME DR, SUITE 7, MOORESTOWN, NJ 08057
13190 56TH CT. #401, CLEARWATER, FL 33760
1-855-FLOWBRD | WWW.FLOWBIRD.GROUP/SMARTCITY/US

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DUE TO CONTINUAL PRODUCT DEVELOPMENT, SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

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# Pay-by-Text






## PARK AND PAY WITH JUST A TEXT!

The easy to use web-based solution that lets customers park their vehicles and conveniently pay via mobile phone.

- No account or app set-up required
- Generates additional revenues for your operation
- Compatible with both Pay-by-Plate and Pay-by-Space

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## WHAT IS PAY-BY-TEXT?

Pay-by-text is a fast and contactless parking solution for drivers to keep payment simple. With Pay-by-Text, you start by texting a code that directs you to a secure web page. Then, enter your plate and payment information, and you are on your way. No app download or kiosk required.

## BENEFITS FOR PARKING OPERATORS

- Stand alone service or offered together with your Flowbird meters
- Integrated with your Flowbird back-office and preferred enforcement solution
- Encourages higher rates of compliance
- Increases customer satisfaction
- Secure payment following PCI standards

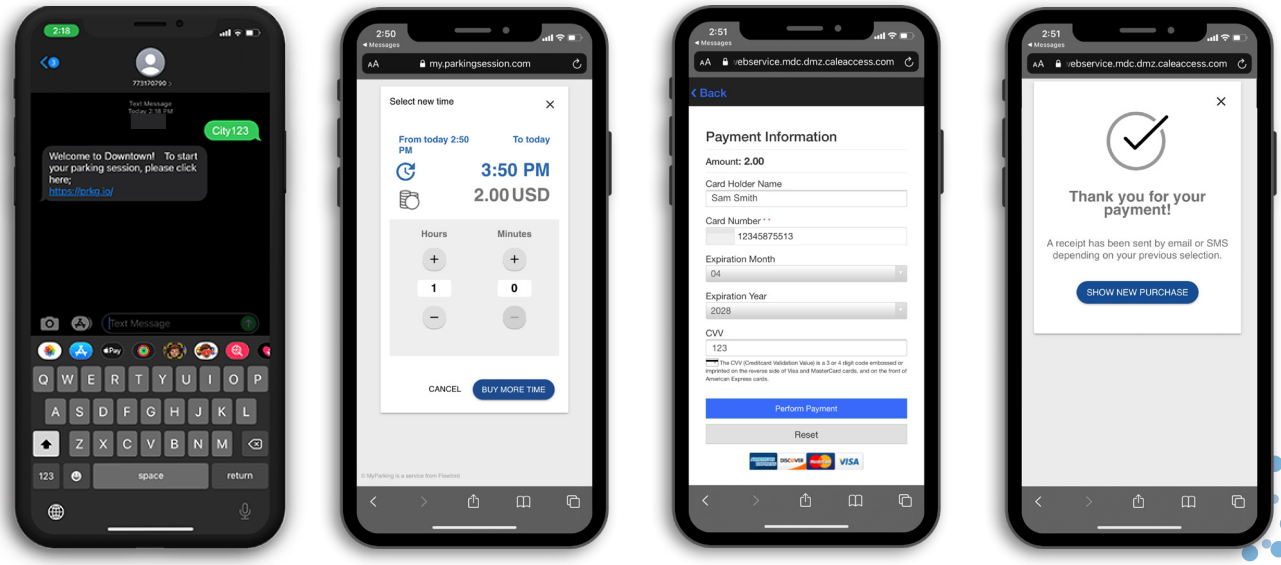
## BENEFITS FOR END USERS

- Quick, convenient cashless parking
- Effortless parking transactions without downloading an app
- Provides an additional payment option to make parking simpler
- Text notification is provided prior to time expiration to help stay in compliance
- Allows customers to choose their preferred payment method




## HOW DOES IT WORK?

1. Text a code to the number provided on the sign or sticker displayed at the parking location
2. You will receive a text reply immediately. Follow the secure link to input your plate or parking space number.
3. Choose your length of stay.
4. Enter your payment information.
5. Your parking session is now started!




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1-855-FLOWBRD • us-info@flowbird.group

**EXHIBIT J**
**SPECIFICATION COMPLIANCE FORM**

This is the Specification Compliance Form that is to be completed by all Bidders. A Microsoft Word version of this form is provided on PlanetBids for usage by bidders. Prepare the Form, convert it to PDF, sign it, and submit it along with your proposal materials.

**Vendor Name: EnSight Technologies, LLC.**

**Name of Person Completing Form: Chris Scheppmann**

**Signature:** _____ **Date:** May 30, 2024

List all exceptions and substitutions as per the requirements contained in ALL RELEVANT SPECIFICATIONS AND DRAWINGS. List any Clarifications, Comments, or Value Engineering Options following the exceptions and substitutions section. If you have no exceptions or substitutions, please write "NO EXCEPTIONS OR SUBSTITUTIONS" below. Sign the form and submit it as directed.

| Specification Division and Section or Drawing Sheet Number | Exception to Specification or Drawing | Proposed Solution/Substitution |
|---|---|---|
| Insurance Requirements | | EnSight is getting the premium increase quote to carry the revised insurance requirement of 5mil umbrella and pollution insurance. This increase will be borne by the client. |
| APGS Section H | Mobile application development | EnSight will provide their open API that can be used by any third party. If the client would like EnSight to show counts on their website, we will give them a subdomain URL, that they can hyperlink on their website to allow people to see the parking availability from our EnSightful application.<br>EnSight has not included the level of effort to build a public facing application. |
| Liquidate Damages | EnSight takes exception to the liquidated damages on the project. | New Proposed LDs are noted in the Q&A response document. |
| | | |

**EXHIBIT K**
**PRICE PROPOSAL FORM**

# Project #33-002350.00: City of South Lake Tahoe PARCS/APGS - Price Form

**Put an "X" in one box in next row to indicate the Scope Items for which you are providing pricing:**

[ ] PARCS Only [ X ] APGS Only [ X ] Both PARCS & APGS

**TOTAL BASE PRICE, FOR TWO YEARS, FOR ALL ITEMS EXCLUSIVE OF ADD-ALTERNATES**

Note: All Prices shall include labor, materials, equipment, software, travel, and incidentals as applicable, and no additional compensation will be allowed therefor.

(Price Written in Numerals)

**$236,941.06**

(Price Written in Words)

**Two hundred thirty six thousand nine hundred forty one and six cents**

Offering Company: **EnSight Technologies**

Name: **Chris Scheppmann** Authorized Signature:

## Gateless PARCS with Fixed LPR, Pay Stations, and Citation Management System

| ITEM # | PARCS, LPR, and Citation Management Hardware | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
|---|---|---|---|---|---|
| 1 | Pay-by-Plate Multi-Space Meter, Credit Card Only, equipped as per Specification | 4 | $10,800.00 | **$43,200.00** | includes pin hole camera for parker 2 way video intercom. |
| 2 | Vehicle Detection Devices (A/B Loop Sets plus LPR Trigger Loop if required) for entry and exit lanes - **Specify recommended quantity of new loops in Column C**. If you propose to use the existing loops, set Quantity to zero. | 0 | $0.00 | **$0.00** | Loops are not needed. |
| 3 | Fixed LPR Cameras and required mounting accessories/cabinets - If proposing two-camera sets (white light + IR), price each set as 1 camera unit. | 4 | $2,800.00 | **$11,200.00** | Upgrade of the EnSight FLI cameras to dual lens for LPR and car counting |
| 4 | PARCS Headend Equipment, with workstation(s), server(s) if required, equipment rack, firewall, and network switches as needed - describe all provided equipment on Vendor Use sheet. | 1 | $2,500.00 | **$2,500.00** | EnSight Server upgrade for LPR. Will use rack and network switches from our APGS |
| 5 | Parking Validation Hardware for Theater, only if hardware is required to implement this function | 1 | $2,200.00 | **$2,200.00** | Flowbird Solution for this is Pay by Text. The cost per transaction of $0.36 is charged to the customer. There is a set fee of $1,200 which includes signs in Theater which are in the line 8. |
| 6 | Uninterruptible Power Supply unit for PARCS Headend and LPR Cameras | 1 | $0.00 | **$0.00** | Flowbird devices include a battery for back up. BBU for Headend provided in APGS section. |
| 7 | Intercom Master Base Station | 1 | $3,200.00 | **$3,200.00** | Intercoms can be sent to a phone number or cell phone. This is the price for a master base station. |
| 8 | Parking Payment information static signage, per Specification - include all static signs as described in Specifications and Drawings | 1 | $4,200.00 | **$4,200.00** | Allowance for static signage and theatre signage |
| 9 | Labor, Materials and Travel Costs to coordinate with and support separate hardware and infrastructure Installer, per Specifications and Drawings. | 1 | $6,200.00 | **$6,200.00** | |
| 10 | Labor, Materials and Travel Costs to support Hardware Acceptance Testing - FAT, LAT, ODT per Specifications | 1 | $7,500.00 | **$7,500.00** | |
| 11 | On-site Instruction and Training for City personnel on Hardware, including Travel Costs | 1 | $2,250.00 | **$2,250.00** | per day per person |
| 12 | Freight Costs | 1 | $1,875.00 | **$1,875.00** | For Meters and Handhelds |
| 13 | Sales Tax on Materials at 8.75% - calculate manually and fill in amount in column D | 1 | $2,001.56 | **$2,001.56** | |
| 14 | Hardware Warranty/Support, Years 1 and 2, including all labor, materials, and spare parts required to provide on-site service for complete system, with service levels as described in Specification. | 1 | $5,750.00 | **$5,750.00** | |
| 15 | **TOTAL 2-YEAR BASE PRICE, PARCS, LPR and Citation Management Hardware** | | | **$92,076.56** | |

| ITEM # | PARCS, LPR, and Citation Management Software | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
|---|---|---|---|---|---|
| 16 | LPR-Enabled Gateless PARCS Software, including both transient and permit parker management and any integrations with other systems, per Specification | 1 | $0.00 | **$0.00** | Included in item 30 |
| 17 | Fixed LPR Camera System Software and any required integrations with other systems | 1 | $4,800.00 | **$4,800.00** | EnSIght Plates Annual Software Module |
| 18 | Pay-by-Plate Multi-Space Meter Software and any required integrations with other systems | 1 | $8,000.00 | **$8,000.00** | Parker, Parkmobile, PaybyPhone and Park Loyalty integrations |
| 19 | Parking Validation Software for Theater including any required Integration with other systems | 1 | $0.00 | **$0.00** | Included in Flowbird Back Office Pricing |
| 20 | Citation Management System Software, including integration with City's current DataTicket enforcement handhelds and DMV Look-up Capability, and any required integrations with other systems | 1 | $0.00 | **$0.00** | Our recommendation is not to use the Dataticket handhelds. This price includes the new handhels (x3) and software, hardware and testing. See line 77 |
| 21 | Credit Card Processing Software, including any fees for Merchant of Record establishment or Credit Card Terminal set-up, for both Pay on Foot Stations and Citation Payment. | 1 | $0.00 | **$0.00** | for Flowbird Payments city will be merchant on record for MSM. Citation payments via the Portal is $3.95 per citation payment (through park loyality) This is charged to the violator. |
| 22 | 3rd party Mobile Payment Application Integration, per Specification, and any required integrations with other systems | 1 | $3,000.00 | **$3,000.00** | Paybyphone or other 3rd Party APPs |
| 23 | Software Warranty/Support, Years 1 and 2, including all labor, travel costs, and materials required to provide on-site and remote support for complete system, with service levels as described in Specification. | 1 | $0.00 | **$0.00** | The Flowbird Back Office Software includes software warranty |
| 24 | Labor, Materials and Travel Costs for Software Installation, Configuration, Calibration, and Data Migration as required for all software listed above, including any required coordination with separate Hardware and Infrastructure Installer. | 1 | $5,500.00 | **$5,500.00** | Off-site and on-site configuration and implementation. |
| 25 | Labor, Materials and Travel Costs to support Software Acceptance Testing - LAT, ODT per Specifications | 1 | $9,000.00 | **$9,000.00** | |
| 26 | On-site Instruction and Training for City personnel on Software, including Travel Costs | 1 | $4,500.00 | **$4,500.00** | Travel and on-site training for 2 days |
| 27 | Sales Tax on Software at 8.75% - calculate manually and fill in amount in column D | 1 | $3,911.25 | **$3,911.25** | Includes tax from Line 77 |

| | | | | | |
|---|---|---|---|---|---|
| 28 | SaaS or Other Software License Annual Fees per year (if applicable), for Years 1 and 2 only. Describe in Column F. | 1 | $10,800.00 | **$10,800.00** | Flowbird's Backoffice Connectivity Fee for MSM meters for Year's 1 and 2. |
| 29 | **TOTAL 2-YEAR BASE PRICE, PARCS, LPR and Citation Management Software** | | | **$49,511.25** | |
| | **ANY OTHER REQUIRED HARDWARE, SOFTWARE, RECURRING SOFTWARE FEES, OR OTHER COSTS** | | | | **Optional Vendor Notes to Pricing** |
| 30 | Permit Portal Set Up Fee | 1 | $5,250.00 | **$5,250.00** | Flowbird Permit Portal |
| 31 | DMV Look up fee - Registered Owner Aquistion (per hit) | 1 | $1.50 | **$1.50** | $1.50 if billed direct to city by park loyalty. 1.75 if EnSight is the pass through billing entity. |
| 32 | Notices mailed and Tickets issued fee | 1 | $1.00 | **$1.00** | $1 if billed direct to city by park loyalty. 1.25 if EnSight is the pass through billing entity. |
| 33 | Payment bond estimate | 1 | $5,800.00 | **$5,800.00** | Bond estimate only for project expense. Does not include years 3-7 |
| 34 | Parker Fees- Direct between City and Parker- Monthly API and two way video subscription and Price/call | 1 | $0.00 | **$0.00** | 60/month plus 2.99 per call. This will be paid directly by the city with an existing |
| 35 | **TOTAL Additional Items** | | | **$11,052.50** | |
| **36** | **TWO-YEAR TOTAL - Complete Base System for PARCS, LPR, and Citation Management** | | | **$152,640.31** | |

**Extended Hardware Maintenance and Software Support Contract, for Complete Base System for PARCS. LPR and Citation Management, per Specification, for Years 3-7**

| ITEM # | DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
|---|---|---|---|---|---|
| 37 | Year Three. | 1 | $12,500.00 | **$12,500.00** | Flow bird software and hardware, Citation and EnSight. Includes remedial service. |
| 38 | Year Four. | 1 | $13,125.00 | **$13,125.00** | Flow bird software and hardware, Citation and EnSight. Includes remedial service. |
| 39 | Year Five. | 1 | $13,785.00 | **$13,785.00** | Flow bird software and hardware, Citation and EnSight. Includes remedial service. |
| 40 | Year Six. | 1 | $14,475.00 | **$14,475.00** | Flow bird software and hardware, Citation and EnSight. Includes remedial service. |
| 41 | Year Seven. | 1 | $15,200.00 | **$15,200.00** | Flow bird software and hardware, Citation and EnSight. Includes remedial service. |
| 42 | **SEVEN-YEAR TOTAL** | | | **$69,085.00** | |
| **43** | **SEVEN-YEAR TOTAL - Complete Base System for PARCS, LPR, and Citation Management** | | | **$221,725.31** | |

**APGS with Digital Signage**

| ITEM # | APGS and Digital Signage Hardware | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
|---|---|---|---|---|---|
| 44 | Vehicle Counting Devices, fill in quantity required and unit price, describe in Column F. | 3 | $3,800.00 | **$11,400.00** | 3 FLI cameras- Entry/Exit 1, Entry.Exit 2, Level 2-4. |
| 45 | APGS Headend Equipment, with server(s) if required, equipment rack, firewall, and network switches as needed - describe all provided equipment on Vendor Use sheet. | 1 | $6,500.00 | **$6,500.00** | |
| 46 | DS-1 Digital Count Sign, ready to mount, with all required mounting legs and accessories | 1 | $6,700.00 | **$6,700.00** | |
| 47 | DS-2 Illuminated "NO RIGHT TURN" Sign, ready to mount, with all required mounting poles and accessories | 1 | $4,650.00 | **$4,650.00** | |
| 48 | Uninterruptible Power Supply unit for APGS Headend and Vehicle Counting Devices | 1 | $1,850.00 | **$1,850.00** | |
| 49 | Labor, Materials and Travel Costs to coordinate with and support separate hardware and infrastructure Installer, per Specifications and Drawings. | 1 | $6,000.00 | **$6,000.00** | |
| 50 | Freight Costs | 1 | $2,500.00 | **$2,500.00** | |
| 51 | Sales Tax on Materials at 8.75% - calculate manually and fill in amount in column D | 1 | $2,800.00 | **$2,800.00** | |
| 52 | Hardware Warranty/Support, Years 1 and 2, including all labor, materials, and spare parts required to provide on-site service for complete system, with service levels as described in Specification. | 1 | $2,000.00 | **$2,000.00** | |
| 53 | **TOTAL 2-YEAR BASE PRICE, APGS and Digital Signage Hardware** | | | **$44,400.00** | |
| ITEM # | **APGS Software, Commissioning, Calibration, Testing, and Training** | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
| 54 | APGS System Software, including signage control for all digital/illuminated signs | 1 | $2,500.00 | **$2,500.00** | |
| 55 | APGS Mobile Application | 1 | $0.00 | **$0.00** | We include our open API. Where the city can use it to diaply counts on their applications. We can provide a link to our sign page for the for them to include on their website as another option. We have not provisioned to build an app. |
| 56 | Software Warranty/Support, Years 1 and 2, including all labor and materials required to provide on-site and remote support for complete system, with service levels as described in Specification. | 1 | $0.00 | **$0.00** | Included in Item 63 |
| 57 | Labor. Materials and Travel Costs for Software Installation, Configuration, and Calibration as required for all software listed above, including any required coordination with separate Hardware and Infrastructure Installer. | 1 | $2,400.00 | **$2,400.00** | |
| 58 | Labor, Materials and Travel Costs to support APGS Acceptance and Accuracy Testing - DAT, ODT per Specifications | 1 | $8,000.00 | **$8,000.00** | |
| 59 | On-site Instruction and Training for City personnel on APGS System, including Travel Costs | 1 | $2,400.00 | **$2,400.00** | |
| 60 | Sales Tax on Software, if applicable, at 8.75% - calculate manually & fill in amount in Column D | 1 | $218.75 | **$218.75** | |
| 61 | SaaS or Other Software License Annual Fees per year (if applicable), for Years 1 and 2 only. Describe in Column F. | 1 | $0.00 | **$0.00** | |
| 62 | **TOTAL 2-YEAR BASE PRICE, APGS Software** | | | **$15,518.75** | |
| | **ANY OTHER REQUIRED APGS HARDWARE, SOFTWARE, RECURRING SOFTWARE FEES, OR OTHER COSTS** | | | | **Optional Vendor Notes to Pricing** |

| | | | | | |
|---|---|---|---|---|---|
| 63 | EnSight Annual SSSA including warranty, preventative Maintenance and remedial service | 1 | $18,250.00 | **$18,250.00** | 2 years. 9125/year |
| 64 | Payment bond estimate | 1 | $2,610.00 | **$2,610.00** | Bond estimate only for project expense. Does not include years 3-7 |
| 65 | | 1 | $0.00 | **$0.00** | |
| 66 | Pollution Insurance per year | 1 | $1,750.00 | **$1,750.00** | If required for life on contract, this will be billed annaully with the other annual fees. |
| 67 | General Umbrella 5mil limit | 1 | $1,772.00 | **$1,772.00** | One time annual. EnSIght will cover remaining years. |
| **68** | **TOTAL Additional Items** | | | **$24,382.00** | |
| **69** | **TWO-YEAR TOTAL - Complete Base System for APGS** | | | **$84,300.75** | |

**Extended Hardware Maintenance and Software Support Contract, for Complete Base System for APGS, per Specification, for Years 3-7**

| ITEM # | DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
|---|---|---|---|---|---|
| 70 | Year Three. | 1 | $9,125.00 | **$9,125.00** | Includes SSSA, on-site and extended warranty |
| 71 | Year Four. | 1 | $9,585.00 | **$9,585.00** | Includes SSSA, on-site and extended warranty |
| 72 | Year Five. | 1 | $10,065.00 | **$10,065.00** | Includes SSSA, on-site and extended warranty |
| 73 | Year Six. | 1 | $10,570.00 | **$10,570.00** | Includes SSSA, on-site and extended warranty |
| 74 | Year Seven. | 1 | $11,100.00 | **$11,100.00** | Includes SSSA, on-site and extended warranty |
| 75 | **SEVEN-YEAR TOTAL** | | | **$50,445.00** | |
| **76** | **SEVEN-YEAR TOTAL - Complete Base System for APGS** | | | **$134,745.75** | |

## Add-Alternate Items, PARCS and/or APGS

| ITEM # | | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
|---|---|---|---|---|---|
| 77 | **[PARCS] Add-Alternate #1:** If City's existing DataTicket handhelds cannot be integrated, provide replacement units per Specification Section 2.1.A.15. State the complete cost including hardware, software, labor, materials, travel costs, delivery/shipping, configuration, commissioning, LAT/ODT testing, and sales tax. Include 2-year warranty and support in cost. | 3 | $13,900.00 | **$41,700.00** | This price is reflected in line 20. It includes the three hardware devices. Add this to project will have an increase in the sales tax at 8.75% |
| 78 | **[APGS] Add-Alternate #2:** Furnish and coordinate installation with separate Installer the DS-3 "Level 1 Full" Sign as described in APGS Specifications and Drawings. State the complete cost including ready to mount sign, mounting legs or other mounting assemblies, installation labor, materials, travel costs, coordination, commissioning, and LAT/ODT testing. Include 2-year warranty, freight, and applicable sales tax in cost. | 1 | $7,750.00 | **$7,750.00** | |
| 79 | **[APGS} Add-Alternate #3:** Upgrade signs DS-1 and DS-3 to full-color, full-matrix LED signs, per Specification. State the complete cost including hardware, software, delivery/shipping, labor, materials, travel costs, configuration, commissioning, LAT/ODT testing, and sales tax. Include 2-year warranty and support in cost. | 1 | $0.00 | **$0.00** | Option declined |
| 80 | **[PARCS and/or APGS] Add-Alternate #4:** If available, offer alternate pricing for an optional "Hardware-as-a-Service" (HaaS) offering under which Owner does not purchase the PARCS/APGS hardware but rather pays for the right the use the hardware on an annual fee basis. The pricing of this option is to explain clearly how the HaaS offering changes the pricing approach. **Do not include the pricing in the cells at right.** Instead, submit a complete explanation on the Vendor Use sheet of the pricing approach and how it will change the first 2 years' and subsequent years' pricing. | 1 | | | **[Insert detailed explanation on Vendor Use Sheet.)** |
| 81 | **TOTAL Add-Alternate Items** | | | **$49,450.00** | |
| **82** | **TWO-YEAR TOTAL, ALL ITEMS, INCLUDING ADD-ALTERNATE ITEMS** | | | **$286,391.06** | |

**Extended Hardware Maintenance and Software Support Contract, for Add-Alternate Items only, for Years 3-7.**

| ITEM # | DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE | Optional Vendor Notes to Pricing |
|---|---|---|---|---|---|
| 83 | Year Three. | 1 | $11,750.00 | **$11,750.00** | Handheld Software and Hardware Warranty. |
| 84 | Year Four. | 1 | $11,750.00 | **$11,750.00** | Handheld Software and Hardware Warranty. |
| 85 | Year Five. | 1 | $11,750.00 | **$11,750.00** | Handheld Software and Hardware Warranty. |
| 86 | Year Six. | 1 | $11,750.00 | **$11,750.00** | Handheld Software and Hardware Warranty. |
| 87 | Year Seven. | 1 | $11,750.00 | **$11,750.00** | Handheld Software and Hardware Warranty. |
| 88 | **SEVEN-YEAR TOTAL, Add-Alternate Extended Maintenance and Support Only** | | | **$58,750.00** | |
| **89** | **SEVEN-YEAR TOTAL, ALL ITEMS INCLUDING ADD-ALTERNATE ITEMS** | | | **$464,671.06** | |

# Insurance Certificate

ENSITEC-01 SIMVA1

# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 6/6/2024

**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 License # 6009579<br>Heffernan Kettering Rose Insurance Services, LLC dba Kettering Rose Insurance Services<br>9320 Fuerte Dr. #101<br>La Mesa, CA 91941 | CONTACT NAME:<br>PHONE (A/C, No, Ext): (619) 291-7777 FAX (A/C, No): (619) 291-7776<br>E-MAIL ADDRESS: |

| INSURER(S) AFFORDING COVERAGE | NAIC # |
|---|---|
| INSURER A : Hartford Underwriters Insurance Company | 30104 |
| INSURER B : Hartford Fire Insurance Company | 19682 |
| INSURER C : | |
| INSURER D : | |
| INSURER E : | |
| INSURER F : | |

INSURED

EnSight Technologies LLC
1955 Cordell Ct Ste 104
El Cajon, CA 92020

**COVERAGES** **CERTIFICATE NUMBER:** **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 | | | 72SBMBB8KDB | 6/12/2024 | 6/12/2025 | EACH OCCURRENCE | $ 1,000,000 |
| | CLAIMS-MADE X OCCUR | | | | | | DAMAGE TO RENTED PREMISES (Ea occurrence) | $ 1,000,000 |
| | | | | | | | MED EXP (Any one person) | $ 10,000 |
| | | | | | | | PERSONAL & ADV INJURY | $ 1,000,000 |
| | GEN'L AGGREGATE LIMIT APPLIES PER: | | | | | | GENERAL AGGREGATE | $ 2,000,000 |
| | POLICY X PRO-JECT LOC | | | | | | PRODUCTS - COMP/OP AGG | $ 2,000,000 |
| | OTHER: | | | | | | | $ |
| A | AUTOMOBILE LIABILITY | | | 72SBMBB8KDB | 6/12/2024 | 6/12/2025 | COMBINED SINGLE LIMIT (Ea accident) | $ 1,000,000 |
| | ANY AUTO | | | | | | BODILY INJURY (Per person) | $ |
| | OWNED AUTOS ONLY / SCHEDULED AUTOS | | | | | | BODILY INJURY (Per accident) | $ |
| | X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY | | | | | | PROPERTY DAMAGE (Per accident) | $ |
| | | | | | | | | $ |
| A | X UMBRELLA LIAB X OCCUR | | | 72SBMBB8KDB | 6/12/2024 | 6/12/2025 | EACH OCCURRENCE | $ 5,000,000 |
| | EXCESS LIAB CLAIMS-MADE | | | | | | AGGREGATE | $ 5,000,000 |
| | DED X RETENTION $ 10,000 | | | | | | | $ |
| | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N | N / A | | | | | PER STATUTE / OTH-ER | |
| | ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) | | | | | | E.L. EACH ACCIDENT | $ |
| | If yes, describe under DESCRIPTION OF OPERATIONS below | | | | | | E.L. DISEASE - EA EMPLOYEE | $ |
| | | | | | | | E.L. DISEASE - POLICY LIMIT | $ |
| B | Cyber Liab | | | 72TE0337473 | 6/12/2024 | 6/12/2025 | Occurrence | 1,000,000 |
| B | Prof Liab | | | 72TE0337473 | 6/12/2024 | 6/12/2025 | Aggregate | 2,000,000 |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

**CERTIFICATE HOLDER**

Evidence of Insurance

**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

Rachel Kettering


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# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**18

**Agenda Item:** Tourist Core Area Plan/Specific Plan Amendments and Adoption of Initial Study/Negative Declaration

**Executive Summary:** The Tourist Core Area Plan (TCAP) is one of the Cityâ€™s two area plans and was originally adopted in 2013. Although the TCAP has been amended previously, it is due for an update to bring the plan in line with the Cityâ€™s current strategic goals, new state laws, TRPA Regional Plan goals, and to provide an opportunity to increase housing options in the area plan. These amendments are an opportunity to achieve goals in three main categories, which staff has identified as needing improvement: increasing housing opportunities, activating town centers, and increasing transportation and circulation opportunities.

**Requested Action / Suggested Motions:** Pass a Resolution (1) Adopting the Tourist Core Area Plan/Specific Plan Amendments and the Initial Study/Negative Declaration, and (2) making additional findings.

**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 Heather Stroud, City Attorney Joseph D. Irvin, City Manager

**Attachments:**

01-Staff Report - Tourist Core Area Plan Specific Plan Amendments Adoption.docx
02-Resolution-Tourist Core Area Plan Specific Plan Amendments.docx
03-Initial Study/Initial Environmental Checklist (Exh. 1 to Reso).pdf
04-Final Initial Study/Negative Declaration (Exh. 2 to Reso).pdf
05-TCAP Amendments (Exh. 3 to Reso).pdf
06-Notice of Availability/Notice of Intent to Adopt Negative Declaration.pdf
07-Notice of Determination.pdf
08-Public Notice.pdf

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

**Meeting Date:** June 18, 2024

**Title:** Tourist Core Area Plan/Specific Plan Amendments Adoption

**Location:** Citywide

**Responsible Staff Member:** John Hitchcock, Planning Manager

**Background:** The Tourist Core Area Plan (TCAP) is one of the City's two area plans and was originally adopted in 2013. Although the TCAP has been amended previously, it is due for an update to bring the plan in line with the City's current strategic goals, new state laws, TRPA Regional Plan goals and provide an opportunity to increase housing options in the area plan.

Located adjacent to the Nevada and California Stateline, the Tourist Core area is the center of tourist services and recreation access and has traditionally been the area with the highest concentration of commercial and tourist services and active pedestrian streetscapes. The area has seen numerous improvements as a result of redevelopment activities (e.g., Zalanta, Desolation Hotel) and continues to be a priority area for improving and upgrading the built environment.

The Tourist Core Area Plan, adopted by City Council on October 15, 2013, established a policy framework and provides land guidance that focuses on achieving redevelopment and re-investment opportunities in the plan area. The plan aims to enhance the built environment with high-quality development, improve transportation options and the circulation network, increase access to recreation opportunities, and promote a mix of land uses.

These amendments are an opportunity to achieve goals in three main categories which staff has identified as needing improvement: increasing housing opportunities, activating town centers, and increasing transportation and circulation opportunities.

The amendment process began January 2023 when the City notified TRPA of the intent to amend the area plan. Public outreach began in February 2023 with a stakeholder workshop with business owners, property owners, design professionals, and regional agency representatives in attendance. Later that month staff presented high level amendment concepts and goals to Planning Commission, receiving feedback from commissioners and the public. In May a similar presentation was brought to City Council. Throughout this process staff has coordinated with the City Housing Division on an inclusionary housing ordinance that may be applied to developments in the Tourist Core.

Likewise, City staff participated in the Tahoe Living Working Group to provide input on upcoming TRPA code amendments surrounding coverage, height, and density for housing developments.

**Issue and Discussion:** The City Council will be presented with the final amendments to the Tourist Core Aera Plan/Specific Plan and the associated environmental analysis conducted pursuant to the California Environmental Quality Act (CEAQ) and TRPA. Below are summaries of the major changes to the plan. The drafts contain original text with underlines and struckthrough changes based on input form the public and direction from City Council and Planning Commission.

*No Net Loss of Housing*

Recently there has been a trend of duplex and triplex properties being converted to single-family dwellings, then obtaining vacation home rental (VHR) permits, resulting in a loss of housing in the Town Center. Mitigation measures have been proposed to prohibit a reduction in housing density with redevelopment projects and any resulting single-family dwelling (including condominiums) would be restricted from obtaining a VHR permit so that long term housing is maintained. In addition, any units not rebuilt one site would be required to be developed elsewhere within the area plan boundary so that there is no net loss of housing.

*Height*

In support of increasing housing opportunities, the maximum height in the Tourist Center Mixed-Use District is increased to 65 feet from 56 feet. The increase in height will facilitate the development of high-density housing.

*Density*

Feedback regarding implementing a minimum density has been overwhelmingly positive. Initially proposed as 8 units per acre, this standard is now proposed to be 12 units per acre. Certain mixed-use projects have been exempted from the minimum density standard so as to not interfere with their feasibility and create a barrier to development and property investment.

The maximum density has been increased to 65 in the Town Center. Recent TRPA Code of Ordinance changes have been included, allowing 100% deed restricted housing to exceed this maximum.

The amendments also clarify that the density for a mixed-use project is the maximum allowed by use type regardless of the mix of uses.

*Commercial Parking*

Flexibility has been given to commercial users to reduce their parking by right when located within a half-mile of a transit stop, with further reductions should the project incorporate alternative transportation measures.

In recognition of uses' unique demands and seasonality, options have been included for additional parking when specific findings are met.

*Residential Parking*

One parking space shall be permitted per residential unit, with the option for a 20 percent reduction if a deed restriction is placed on the property, making the property owner responsible for parking management.

*Connectivity/Mobility*

Policy T-4.5 has been added to promote the development of enhanced or additional mobility hub facilities to complement any future mobility hub in the Tourist Core area. In addition to several other new policies promoting connectivity and increased mobility options, Policy LU-1.12 has been included to enhance the pedestrian connections between the Tourist Core and the Lakeside Marina area.

*Bicycle Parking*

Bicycle parking standards are now based on use rather than number of vehicle parking spaces. Minor modifications have been made to the location standards to allow flexibility for uses adjacent to bike paths or routes.

*Green Building Program*

Additional third-party certification programs have been included, and the program has been simplified. Incentives may be offered at the discretion of the decision-making authority rather than by levels as was the prior program structure. Staff acknowledges that recent updates to the 2022 California Building Code and the pending adoption of the City's Reach Code have weakened the significance of the original Green Building Incentive Program but believes recognition should be given to those who go above and beyond to have a project certified.

*Outdoor Dining*

Staff is proposing exempting the first 20 outdoor dining seats from obtaining CFA. Based on the California Building Code, 20 nonfixed seats require a minimum area of 300 square feet; however, different configurations of outdoor dining may require more than 300 square feet of CFA be exempted to accommodate 20 seats.

**Planning Commission:** On May 16, 2024, the proposed amendments were presented at a duly noticed Planning Commission meeting. The Planning Commission received a presentation from staff, received public comment, and deliberated. The Planning Commission passed Resolution 2024-013 recommending the City Council adopt the Tourist Core Area Plan/Specific Plan Amendments and the Initial Study/Negative Declaration with the following modifications:

1. Modify the outdoor seating/dining standard to allow up to 20 seats or 300 square feet, whichever is less, to be exempt from an allocation of commercial floor area.
2. Modify the bicycle parking standard to be consistent with the TVAP Area Plan standard.
3. Add the option for applicants to provide a parking analysis so that a reduction in parking requirements may be considered.
4. Reduce the residential open space requirement for high-density projects;
5. Expand policy language to amplify efforts around fixed route transportation and other transit alternatives; and
6. Modify the build-to-line standards so that a modification may be waived when a single finding is made.

**Financial Implications:** There are no financial costs associated with the the adoption on the Tourist Core Area Plan Amendments. However, the amendments are intended to enhance the development potential within the area which may result in financial benefits to the City.

**Environmental Considerations:** Pursuant to the California Environmental Quality Act of 1970, Cal. Pub. Res. Code §21000 et seq., potential environmental impacts of the proposed amendments have been evaluated in an Initial Study/Initial Environmental Checklist (IS/IEC). 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 is tiered from the City of South Lake Tahoe 2010 General Plan EIR and the 2015 Tahoe Valley Area Plan IS/IEC in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094.

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. The plan and amendments are designed to self-mitigate through standards such as building design to maintain aesthetic appeal and limitations on construction activity to prevent offensive noise.

Staff will continue to independently evaluate each project that is proposed in the Tourist Core plan area for potentially significant environmental impacts.

The IS/IES was circulated from April 11, 2024, until May 10, 2024. As of the writing of this staff report, no comments have been received on the environmental analysis.

**Policy Implications:**

*General Plan*

Updating the City's area plans is consistent with General Plan Goal LU-2, to focus future commercial, multi-family residential, tourist, civic, and social gathering space development in community plan areas in order to maximize incentives and create transit, bicycle, and pedestrian-oriented places that serve the needs of both residents and visitors. Policies under this General Plan goal that are specific to the TCAP include:

Policy LU-2.2: The City shall periodically update and implement the four Community Plans as a way to focus development commodities and revitalization efforts.

Policy LU-2.4: The City shall reinforce the Stateline/Ski Run Community Plan area s the primary visitor and tourist district in South Lake Tahoe.

Policy LU-2.9: The City shall define two Nodes, one at the Tahoe Valley Y Intersection and the other at Stateline and make them a focus of future development and revitalization efforts in the City. To this end, the City shall work with the Tahoe Regional Planning Agency to encourage allocations of development commodities (e.g., Commercial Floor Area, Residential Units of Use) to these areas.

Policy LU-2.10: The City, in coordination with the Tahoe Regional Planning Agency, shall encourage compact, mixed-use, transit-oriented, and higher-density development within the Stateline Node and Tahoe Valley Gateway District by providing the maximum incentives for these types of projects. Incentives should include an increase in allowed coverage, increased commercial floor area allocations, financing opportunities available through Redevelopment Plans, and exemptions from coverage limitations for affordable and moderate-income housing.

Policy LU-2.12: The City shall ensure that the Stateline Node will be an area in the city for tourist-serving commercial uses, Tourist Accommodation Units, workforce housing (e.g, housing affordable to local workers in all industries), and affordable housing. The City should work with property owners to transform the Node into a pedestrian center served by transit that connects community resources, visitor facilities, recreation, and Lake Tahoe.

Policy LU-2.13: The City shall create active and inviting social and economic centers in the two Nodes that include a variety of housing types, mixed-use development,

recreational or social gathering spaces, cultural uses, civic uses and facilities, and commercial services.

The amendments are also consistent with Land Use Policy LU-1.2 to create walkable, mixed-use centers that provide a range of housing opportunities and choices.

*Tourist Core Area Plan*

Amending the area plan is consistent with adopted goals and policies of the TCAP, including Land Use Policies LU-1.2, which promotes a mixed-use land use pattern that combines tourist accommodation, residential, commercial and public facilities, and LU-2.2 which promotes animated streets by allowing for outdoor dining and seating oriented towards the sidewalk.

Policy LU-2.12 –Stateline Node Purpose: The City shall ensure that the Stateline Node will be an area in the city for tourist serving commercial uses, Tourist Accommodation Units, workforce housing (e.g., housing affordable to local workers in all industries), and affordable housing. The City should work with property owners to transform the Node into a pedestrian center served by transit that connects community resources, visitor facilities, recreation, and Lake Tahoe.

# Resolution 2024-XXX

## Adopted by the City of South Lake Tahoe City Council

**June 18, 2024**

## Adopting the Tourist Core Area Plan/Specific Plan Amendments and the 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. Chapter 13 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances allows local jurisdictions to adopt area plans; and

C. The Tourist Core Area Plan/Specific Plan was adopted by the City Council of South Lake Tahoe on October 15, 2013, by Ordinance No. 1060, followed by adoption by TRPA on November 20, 2013; and

D. On January 11, 2023, the City of South Lake Tahoe issued a notice of intent to TRPA to amend the Tourist Core Area Plan/Specific Plan; and

E. The City solicited public input on the Tourist Core Area Plan/Specific Plan at four (4) public hearings and from stakeholder groups on two (2) occasions.

F. The adoption of amendments is consistent with City's General Plan, Housing Element, and TRPA's Regional Plan; and

G. 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., the City of South Lake Tahoe determined that there is no substantial evidence that the adoption these amendments to the Tourist Core Area Plan/Specific Plan would result in a significant adverse effect on the environment. Accordingly, the Initial Study/ Negative Declaration prepared in conjunction with the adoption of the Tourist Core Area Plan.

H. A notice of the hearing was published in the Tahoe Daily Tribune on June 7, 2024.

I. The City of South Lake Tahoe Planning Commission conducted a public hearing, received public comments, considered evidence in the record, and deliberated.

J. The Planning Commission has reviewed the proposed amendments and directed the following changes:

1. Modify the outdoor seating/dining standard to allow up to 20 seats or 300 square feet, whichever is less, to be exempt from an allocation of commercial floor area.
2. Modify the bicycle parking standard to be consistent with the TVAP Area Plan standard.
3. Add the option for applicants to provide a parking analysis so that a reduction in parking requirements may be considered.
4. Reduce the residential open space requirement for high-density projects;
5. Expand policy language to amplify efforts around fixed route transportation and other transit alternatives.
6. Modify the build-to-line standards so that a modification may be waived when a single finding is made.

K. The Planning Commission has reviewed the proposed amendments and the Initial Study/ Negative Declaration and found the project, with directed changes, to be consistent with the City General Plan, and passed Resolution 2024-013, recommending the City Council adopt the Tourist Core Area Plan/Specific Plan Amendments and the Initial Study/Negative Declaration.

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

1. Finds that the Initial Study/ Negative Declaration reflects the City's independent judgment and analysis.
2. Finds that there is no substantial evidence that the proposed Tourist Core Area Plan/Specific Plan Amendments will have a significant effect on the environment.
3. Finds the foregoing recitals are true and correct and made part of this resolution.
4. Finds that the purpose of this resolution is to align the Tourist Core Area Plan with City intentions, TRPA Code, and recently adopted California law.
5. Passes a resolution adopting the Initial Study/ Negative Declaration and the Tahoe Valley Area Plan/Specific Plan Amendments as attached to this resolution as Exhibits 1, 2, and 3.

Adopted by the City of South Lake Tahoe Planning Commission on June 18, 2024, by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Cody Bass, Mayor

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.

## Contents

**1.0 INTRODUCTION ..... 1**
1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST ..... 1
1.2 TIERING PROCESS ..... 2
1.3 BACKGROUND ..... 4
1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES ..... 5
1.5 PROJECT OBJECTIVES/PURPOSE AND NEED ..... 8
1.6 DOCUMENT ORGANIZATION ..... 9
1.7 PUBLIC INVOLVEMENT ..... 9
1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS ..... 10

**2.0 PROJECT DESCRIPTION ..... 14**
2.1 AREA PLAN OVERVIEW ..... 14

**3.0 BASELINE ..... 24**

**4.0 METHODOLOGY AND ASSUMPTIONS ..... 25**

**5.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS ..... 27**
5.1 ENVIRONMENTAL FACTORS POTENTIALL AFFECTED ..... 29
5.2 CEQA ENVIROMENTAL DETERMINATION ..... 30
5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPELTED BY TRPA) ..... 31
5.4 EVALUATION OF ENVIRONMENTAL IMPACTS ..... 32
5.4.1 CEQA ..... 32
5.4.2 TRPA ..... 32
5.4.3 Aesthetics, Scenic Resources/Community Design, Light and Glare ..... 34
5.4.4 Agriculture and Forestry Resources ..... 46
5.4.5 Air Quality ..... 49
5.4.6 Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation) ..... 62
5.4.7 Cultural Resources (CEQA) and Archaeological/Historical (TRPA) ..... 72
5.4.8 Geology and Soils (CEQA) and Land (TRPA) ..... 77
5.4.9 Greenhouse Gas Emissions ..... 85
5.4.10 Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA) ..... 92
5.4.11 Hydrology and Water Quality ..... 99
5.4.12 Land Use and Planning ..... 110
5.4.13 Mineral Resources (CEQA) and Natural Resources (TRPA) ..... 114
5.4.14 Noise ..... 116
5.4.15 Population and Housing ..... 124
5.4.16 Public Services ..... 129
5.4.17 Recreation ..... 136
5.4.18 Transportation and Traffic (CEQA) and Traffic and Circulation (TRPA) ..... 140
5.4.19 Tribal Cultural Resources (CEQA) ..... 140
5.4.20 Utilities and Service Systems (CEQA) and Energy and Utilities (TRPA) ..... 149
5.4.21 Mandatory Findings of Significance ..... 157
6.5 CERTIFICATION [TRPA ONLY] ..... 165
6.6 REFERENCES ..... 166

# 1.0 INTRODUCTION

## 1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

This Initial Study/Initial Environmental Checklist (IS/EIC) has been prepared to address the potential environmental effects of amendments to the Tourist Core Area Plan in South Lake Tahoe, California. The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The proposed amendments would expand the Area Plan boundary to incorporate two parcels (APNs 029-352-010 and 029-371-016) that front Pioneer Trail, both developed with existing tourist accommodation uses. The addition of these parcels as is intended to increase opportunity for redeveloping the sites (previously located in PAS 092). In addition to the boundary amendments, other changes to permissible land use, density, etc. are proposed as documented in Chapter 2.

An IS is a preliminary environmental analysis that is used by the lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. An IEC is a preliminary environmental analysis that is used for determining whether an EIS, a Mitigated Finding of No Significant Effect, or a Finding of Significant Effect is required for a project under TRPA guidelines. The IS and the IEC contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the name of persons who prepared the study.

This IS/ND has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §2100 et seq. The CEQA lead agency for this project is the City of South Lake Tahoe.

This document also serves as an IEC/FONSE prepared pursuant to the requirements of Article VI of the TRPA Rules of Procedures and Chapter 3 of TRPA's Code of Ordinances. TRPA serves as lead agency pursuant to its own regulations.

The Tourist Core Area Plan was adopted in 2013 by the City of South Lake pursuant to Chapter 13 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, which allows local governments to adopt conforming Area Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan. Chapter 13 established a conformity process that:

- Allows local governments to adopt an Area Plan that supersedes TRPA plans and ordinances if the plan is found to be in conformance with the Regional Plan;
- Defines required content in an Area Plan that includes but is not limited to applicable policies, maps, ordinances and development and design standards; and
- Defines which development activities will not have a substantial effect on the natural resources in the Region and allows TRPA to transfer limited development permitting authority to local governments.

## 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. This environmental document is specific to the 2023 updates of the Tourist Core Area Plan. This environmental document incorporates by reference the discussions in the 2010 General Plan EIR (the Program EIR) and and the 2013 Tourist Core Area Plan IS/IEC which was created for the area plan's initial adoption. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR 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]).

This Initial Study is tiered from the City of South Lake Tahoe 2010 General Plan EIR and the 2013 Tourist Core Area Plan IS/IEC in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094. The 2010 General Plan EIR is a Program EIR that was prepared pursuant to Section 15168 of the CEQA Guidelines. The 2011 General Plan is a comprehensive land use plan that guides physical development within the City of South Lake Tahoe through 2030. The 2010 General Plan EIR analyzes full implementation of uses and physical development proposed under the 2011 General Plan, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The Tourist Core Area Plan is an element of change that was anticipated in the 2011 General Plan and evaluated in the 2010 General Plan EIR. By tiering from the 2010 General Plan EIR, this Initial Study will rely on the 2010 General Plan EIR for the following aspects that have remained consistent through these amendments:

- 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 2010 General Plan EIR for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This Initial Study will evaluate the potential environmental impacts of the proposed changes to the Tourist Core Area Plan with respect to the 2010 General Plan EIR and 2013 Tourist Core Area Plan IS/IEC 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 amendments to the Tourist Core Area Plan would not have significant effects on the environment that were not adequately addressed in the 2010 General Plan EIR, 2013 Tourist Core Area Plan IS/IEC or cannot be mitigated to a level of insignificance; therefore, a Negative Declaration will be prepared.

This Initial Study concludes that that many potentially significant impacts are addressed by the measures that have been adopted as part of the approval of the 2011 General Plan and subsequent approval of the 2013 Tourist Core Area Plan. Therefore, those 2010 General Plan EIR mitigation measures and Area Plan IS/IEC mitigation measures will reduce the impacts to a less than significant level. Since these mitigation measures are already being carried out as part of implementation of the 2011 General Plan and 2013 Area Plan, they will not be readopted. The impact analysis herein assumes implementation of the 2011 General Plan and 2013 Area Plan for purposes of determining the significance of any impact. The benefits of these mitigation measures will be achieved independently of considering them as specific mitigation measures of this Tourist Core Area Plan. Nothing in this Initial Study in any way alters the obligations of the City to implement the General Plan mitigation measures. Additional environmental review may be necessary as specific development projects and improvements are proposed for construction if potentially significant impacts associated with the construction of those projects have not been adequately addressed in this document.

**TRPA**

The TRPA concept of "tiering" refers to the coverage of general matters in broader EISs (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 Initial Environmental Checklist is tiered from the TRPA 2012 Regional Plan Update ("RPU") Environmental Impact Statement ("EIS") and 2020 Linking Tahoe: 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 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.

This Initial Environmental Checklist will evaluate the potential environmental impacts of the proposed project with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.3 of this document, and based on the analysis contained in this Initial Environmental Checklist, it has been determined that the proposed project

would not have a significant effects on the environment that were not previously addressed or adequately addressed in the 2012 RPU EIS, therefore, a Finding of Significant Effect will be prepared.

This Initial Environmental Checklist concludes that that many 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 are related to, and 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 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 the City to implement the RPU mitigation measures.

## 1.3 BACKGROUND

All of the land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency. This includes land under the local jurisdiction of the City. In order to be responsive to the unique needs and opportunities of the Region and local communities, the TRPA Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with TRPA' Regional Plan. The 2030 South Lake Tahoe General Plan is the City's primary policy document guiding land use, transportation, infrastructure, community design, environmental, and other decisions in a manner consistent with the planning statues for the State of California. The adopted Tourist Core Area Plan is designed to supplement the City's General Plan by designating zoning districts and providing specific guidance for the area included within the Area Plan boundaries. The development standards and the specific policies referenced in this Area Plan are the land use standards intended to administer and regulate the land use for the Tourist Core.

The 2013 Tourist Core Area Plan defines a vision for the future of the area of the City that has previously been guided by the Stateline/Ski Run Community Plan which was adopted in March 1994 by the City and the TRPA. This is an area of special attention in the Tahoe Basin for a number of reasons; it is the center of tourist services and recreation access, spanning the Nevada and California Stateline and has traditionally been the area with the highest concentration of services and density.

This Area Plan provides more detailed direction than the City of South Lake Tahoe's General Plan and TRPA's Regional Plan. It addresses land use regulations, development and design standards and environmental improvements for the area. It encourages general improvement and enhancement for the built environment. This Area Plan anticipates a framework that will allow the area to be re-cast, to change the existing conditions into opportunities for redevelopment with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental thresholds goals of the 2012 Regional Plan.

The Tourist Core is a tourist area land use plan that works to implement features of the TRPA's Regional Plan and the City's General Plan. It would provide management direction for all projects proposed within its boundaries. It is an integrated land use plan addressing physical design, redevelopment, commercial and tourist accommodation growth, traffic circulation, the environment and restoration, and public service. Th2 adopted 2013 plan established goals, policies and implementation strategies and programs. Elements of the Area Plan address land use, transportation, recreation, cultural and natural resources, public and quasi-

public facilities, and implementation. The Tourist Core is also designated by TRPA as a Town Center, a Regional Center and a receiving area for the transfer of development rights and existing units of use.

The process of amending the Tourist Core Area Plan was initiated in 2023 with City staff identifying areas out of date and in need of general improvements to reflect the City and State's evolving goals and new laws. The City provided TRPA with an Intent to Amend notice and a general project description on January 17, 2023. At this time staff had not yet begun to draft amendments, as stakeholder, Planning Commission, and City Council input were needed to inform the changes. Stakeholders representing a variety of interest groups in the Tourist Core were invited to a workshop on February 1, 2023, to discuss the potential list of updates. During the months of February 2023 through May 2023, hearings were held to receive input on the proposed updates before the Planning Commission (February 23, 2023), City Council (May 16, 2023), and TRPA Regional Plan Implementation Committee (May 24, 2023). Throughout this process, City and TRPA staff met bimonthly to discuss the potential area plan amendments as well as concurrent changes to TRPA Code of Ordinances that may affect the final list of necessary updates.

## 1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

The Tourist Core is located within the City of South Lake Tahoe and is centered on US Highway 50 and Ski Run Boulevard from Fairway Avenue to the California and Nevada Stateline (see **Figure 1**). The Area Plan is approximately two miles along US Highway 50 extending from Fairway Drive to the California and Nevada Stateline and includes Ski Run Boulevard from US Highway 50 to Pioneer Trail. This area functions as the primary visitor and tourist district in the south shore of Lake Tahoe and provides direct access to recreation opportunities such as Heavenly Ski Resort, Edgewood Gold Course, Ski Run Marina, Lakeside Marina and Van Sickle Bi-State Park. The Area Plan is approximately 305 acres in size and the land use pattern varies, although the predominant theme of the land uses are tourist related, with a large number of motels, hotels, restaurants, and retail shops. The Area Plan Boundary shall be expanded to include two parcels fronting Pioneer Trail (APNs 029-352-010 and 029-371-016) located immediately south of its intersection with Moss Road (previously residential zoned PAS 092) (see **Figure 3**).

The Tourist Core has two major commercial/tourist centers: the area centered on Heavenly Village/Crescent V Shopping Center adjacent to the State line and the area centered on the intersection of US 50 and Ski Run Boulevard running from Ski Run Marina to Pioneer Trail. The Heavenly Village area is a mixed-use development that provides tourist accommodation, retail and restaurants set in a pedestrian and walkable environment. The Ski Run Boulevard area provides a more traditional commercial/tourist land use setting running the length of Ski Run Boulevard (see **Figure 2**).

These uses occupy structures ranging in height, age and physical conditions, from units built in the 50s and 60s to some of the newest buildings in the south shore and from single story structures to 6 to 8-story tourist accommodation facilities. Many of the newer structures are the result of the City of South Lake Tahoe Redevelopment Agency's partnership with private developers to implement the City's Redevelopment Plan. Redevelopment in the area include the construction of tourist, commercial and retail facilities, pedestrian and transit facilities, and water quality improvement in the late 1990's and early 2000s. Projects constructed include the Embassy Suites (now known as the Margaritaville Resort Lake Tahoe), Lake Tahoe Resorts, Heavenly Village, Heavenly Gondola, Stateline Transit Center, Crescent V Shopping Center and the Wildwood Basin Water Quality Improvement Project. In addition, the area has also experience private redevelopment efforts that include the redevelopment of the Ski Run Center, Valero Gas Station, Ski Run Marina Shops, Holiday Inn Express and Applebee's Restaurant.

**Figure 1 – Tourist Core Area Plan Location Map**

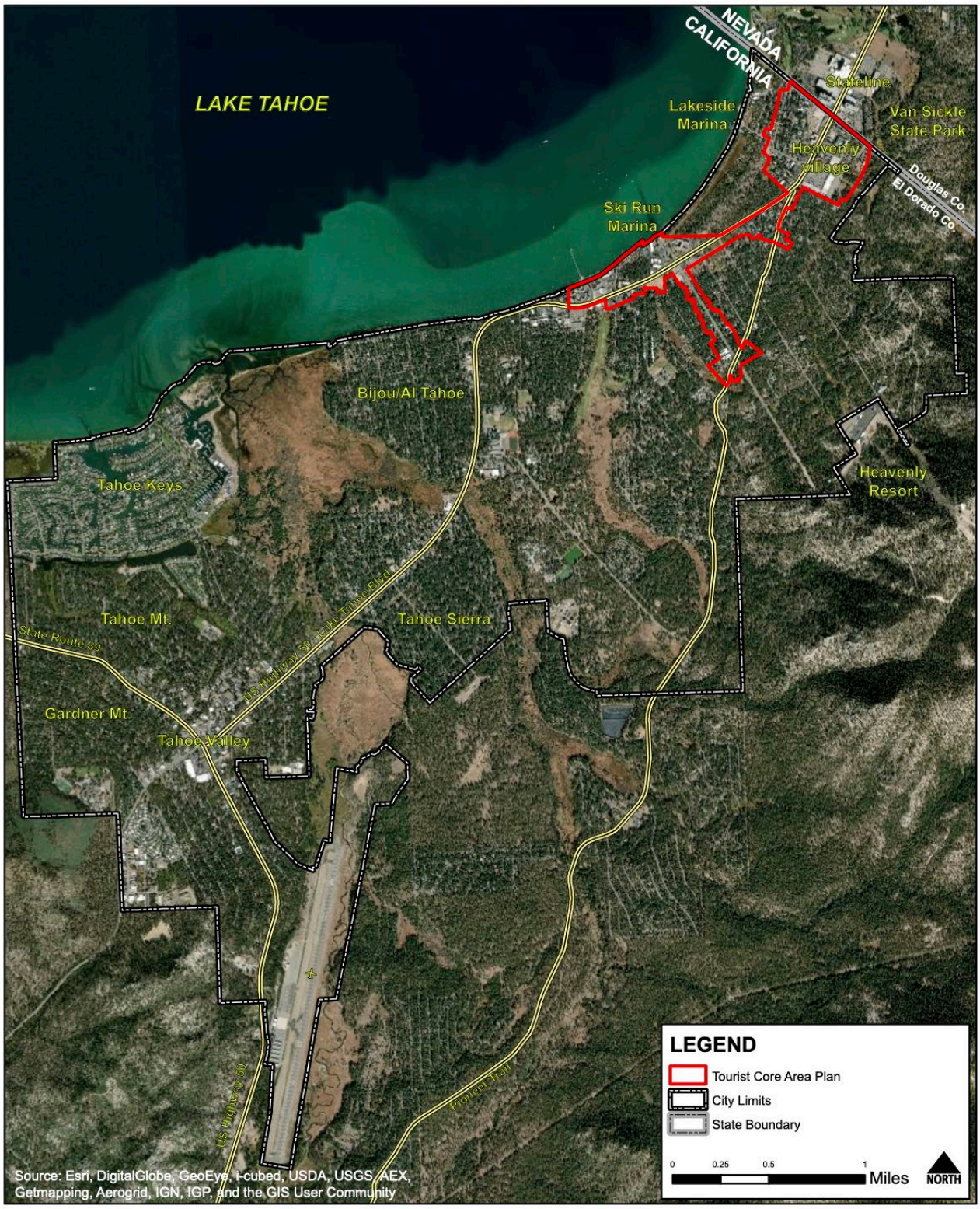
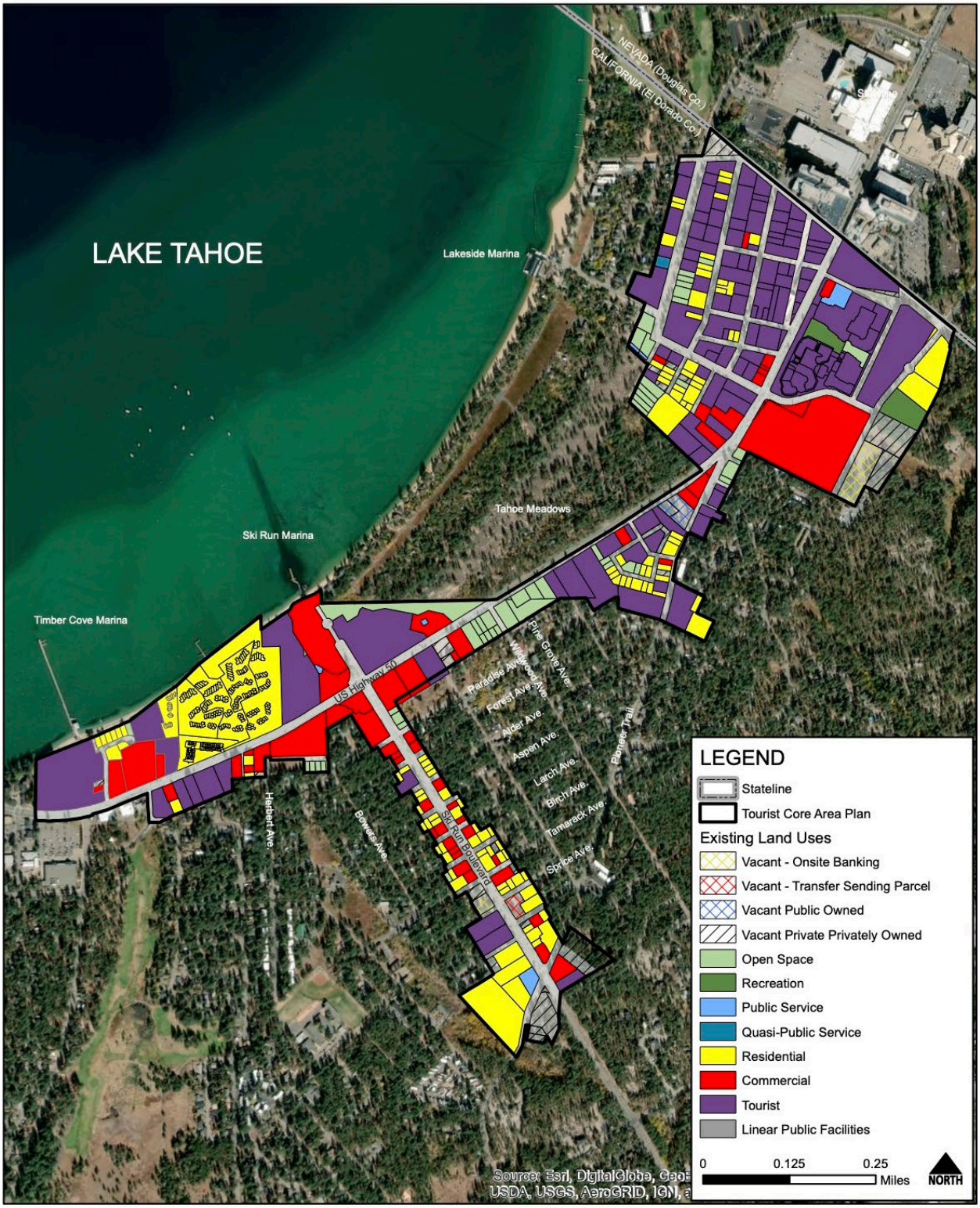


**Figure 2 – Tourist Core Area Plan Location Map**



Excluding the transportation routes, 66.1% of the parcels are developed, 9.8% remain vacant and the remaining 4.8% are dedicated to open space. Of the remaining 13 vacant parcels in the Tourist Core, 11 parcels are held in private ownership, 2 are publicly owned by the City of South Lake Tahoe.

The Tourist Core is bordered on the north by the Lake Tahoe, Ski Run Marina which provides a popular access point to beach recreation and boating opportunities and single family residential land uses. One notable residential area directly adjacent to the Tourist Core is Tahoe Meadows which is listed as a Historic District by TRPA and is listed on the National Registry of Historic Places. To the south the Tourist Core is bordered by a mixed multi-family and single family residential area and the Van Sickle Bi-State Park which provides access to mountain bike, hiking and horseback riding trails. Directly to the west of the Tourist Core is the Bijou/Al Tahoe commercial district and to the east of the Tourist Core is the Stateline Casino Core which includes the major gaming establishments in the south shore.

## 1.5 PROJECT OBJECTIVES/PURPOSE AND NEED

As identified above, the purpose of the proposed Tourist Core Area Plan is to facilitate implementation of a tourist/commercial land use plan to further the goals and policies of the Regional Plan of the Lake Tahoe Basin and the City of South Lake Tahoe General Plan. This plan is intended to create area-wide change within the land use parameters of the land use planning and development regulations of the City and TRPA. The adopted Tourist Core Area Plan is intended to provide for improved mixed use land use pattern (commercial, tourist and high density residential development) and concentrated development conditions through revitalization to provide improved recreation access, tourist accommodation facilities and diverse commercial retail needs to visitors and local residences in a setting that is transit-, bicycle-, and pedestrian-oriented setting. The area is envisioned as a central destination that provides full services for visitors and permanent residents and offers unique experiences related to the many outdoor recreation possibilities that surround the core area. The revitalization of the South Shore will catalyze the transformation from a failing and vestigial gaming economy into a sustainable outdoor tourism recreational destination by incorporating active streetscapes featuring strolling, shopping, entertainment and outdoor dining opportunities. In addition, transit and alternative travel will provide an essential part of the envisioned destination resort experience resulting in significant environmental gain and improved scenic quality.

The plan is being amended to keep pace with changes that have been made to California law, TRPA Regional Plan and Code of Ordinances, the City's General Plan Housing Element, the City strategic goals, and to implement and incentivize transporation connectivity. At the forefront of these changes is the goal of activating the town center, and increasing housing opportunities with an emphasis on affordable housing. The Area Plan's existing density limits (25 units per acre) are a large barrier for affordable housing developments as they cannot be competitive for grants or financing at the current density; meanwhile, the lack of a minimum density prevents parcels central to transportation and amenities from being utilized to their highest potential. In accordance with California law, workforce and co-living housing opportunities shall be expanded through modifications to use definitions and zoning designations.

The following project objectives are identified for the Tourist Core Area Plan updates:

- Expand the boundary of the Area Plan to add two developed parcels that will benefit from greater density, height and land coverage and help promote residential and tourist development near services and transit facilities;
- Improve the effectiveness of Housing Element policies and achievement of Housing Element goals;
- Update residential design standards to allow ministerial approval of purely residential developments, including ADUs.

- Modify permissible use definitions to create better compatibility between uses and zoning districts.
- Create objective design standards for commercial and mixed-use developments that complement the natural environment, promote the mountain theme architecture, and create walkable and bikeable streetscapes.
- Transition to a less auto-centric town center by creating opportunities for reduced parking and project contribution to alternative transportation methods.
- Implement zoning, boundary, and district changes where appropriate to better integrate existing development and incentivize key redevelopment opportunities.
- Respond to the unique circumstances and needs of local communities in the Tahoe Region;
- Provide incentives to encourage transfers, concentration, rehabilitation and redevelopment of aging tourist and commercial uses within the Tourist Core;

## 1.6 DOCUMENT ORGANIZATION

This IS/ND/IEC follows the standard content for environmental documents under CEQA and TRPA Code of Ordinances and Rules of Procedures. An EIR/EIS was determined to be unnecessary, as there are not potentially significant environmental effects associated with adoption of this 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 and necessary mitigation measures if applicable.

## 1.7 PUBLIC INVOLVEMENT

Opportunities for public participation in the environmental document review process are provided in order to promote open communication and better decision-making. All persons and organizations having a potential interest in the proposed Area Plan are invited to provide comments during the thirty-day comment period for the IS/IEC.

Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion, to the California State Clearinghouse. In addition, copies of this document will be distributed to other Lake Tahoe Basin reviewing agencies and interested individuals and entities for review. After closure of the public review period, City staff will respond to all comments. City staff will then prepare an agenda item for the City's Planning Commission's recommendation and City Council action that include the IS/IEC, the comments, and responses to the comments. If the Council determines that the proposed Area Plan would not have significant adverse impacts, the City Council would adopt the plan and certify the environmental document. Following Council approval, the Notice of Determination would be filed with the county recorder-clerk.

Pursuant to the TRPA's Rules of Procedures and Chapter 3 of the TRPA Code of Ordinances, this IS/IEC will be made available for public review to those people who request copies. TRPA staff will prepare an agenda item for the Advisory Planning Commission's recommendation and Governing Board action. If it is determined that significant adverse impacts would not result from the proposed project, the Governing Board would issue a Finding of No Significant Effect, adopt the Area Plan and certify the environmental document.

The proposed amendments to the Area Plan was prepared by the City and is developed on feedback provided by the public and the City Council direction. The process of amending the Tourist Core Area Plan was initiated in October of 2022 with City staff identifying areas out of date and in need of general improvements to reflect the City and State's evolving goals and new laws. The City provided TRPA with

an Intent to Amend notice and a general project description on January 11, 2023. Stakeholders representing a variety of interest groups were invited to a workshop on February 1, 2023, to discuss the updates. The Planning Commission heard this feedback on February 23, 2023 and had no major changes to the direction of the amendments and again on October 23, 2023. On May 24, 2023 the TRPA Regional Plan Implementation Committee received the presentation and provided feedback. City Council was given a similar presentation on June 6, 2023, and provided staff with feedback. Throughout this process City and TRPA staff met bimonthly to discuss the area plan amendments as well as changes to TRPA Code of Ordinances that may affect them.

## 1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS

The Tourist Core Area Plan falls under the direct jurisdiction of both the City of South Lake Tahoe and the Tahoe Regional Planning Agency. In addition, Federal and State agencies exercise varying levels of control concerning speci fic parcels or resources. This section identifies each agency's responsibility relative to the proposed Area Plan; it also identified the plans and policies to which the Area Plan must show compliance.

Federal: 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 Anti-degradation Policy, stipulating that states may allow some limited activities that result in temporary and short-term changes to water quality, but that 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 the EPA the incentives related to coverage is dependent upon EPA certifying TRPA's updated Water Quality Management Plan for the Tahoe Region (208 Plan).

Regional: The TRPA is a bi-state planning agency with authority to regulate growth and development within the Lake Tahoe Region. TRPA implements that authority through its Regional Plan. The Regional Plan Goals and Policies establish an overall framework for development and environmental conservation in the Lake Tahoe Region.

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.

The updated TRPA Code of Ordinance allows for the development of Area Plans to refine and implement the Regional Plan policies appropriate to specific areas. Chapter 13, *Area Plans*, include new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning, are required to be consistent with the Regional Plan. Once an Area Plan has been found in conformance with the Regional Plan, local, state, or federal agencies may assume development review authority by Memorandum of Understanding (MOU) with TRPA. In 2014 a MOU was created that expanded permitting authority of the City within the Tourist Core Area Plan.

State of California: Several State agencies may play a role in development decisions within the Tahoe Region. As such, these State agencies must grant permits or other forms of permission prior to physical development. Affected agency staff will review the proposed Area Plan for consistency with adopted plans and policies. The Area Plan does not require State agency approval..

State agencies that may have a responsible agency role in projects that may be implemented in the Area Plan include:

*California Tahoe Conservancy:* The mission of the California Tahoe Conservancy (CTC) is to protect and restore the natural environment of Lake Tahoe, including the lake's exceptional clarity and diversity of wildlife habitat in the basin. The CTC implements a comprehensive set of programs to affirmatively address resource needs in the Tahoe Basin, including the protection and restoration of the natural environment, especially water quality; enhancement of wildlife habitat; provision of public access and recreation opportunities; and management of acquired public land at Lake Tahoe.

The CTC has developed and initiated implementation of a number of 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

Within the Tourist Core the CTC has ownership of 4 parcels. One parcel was acquired through the CTC's Land Coverage Program to either meet excess coverage mitigation requirements, for bicycle trail or other public service projects, or to sell on the open market to private parties. Another parcel was purchased for

recreation access purposes and provides access to Van Sickle Bi-State Park and the remaining two parcels were purchased under their Sensitive Lands Acquisition Program. Adjacent to and south of the Tourist Core, the CTC has acquired the former Caltrans US Highway 50 right-of-way for the South Tahoe Greenway Share Use Trail.

The CTC also manages a Land Bank Program that is designed to facilitate a number of natural resource objectives, assist the needs of the general public and environmental projects, and provide funding benefits. An MOU signed with the Tahoe Regional Planning Agency (TRPA) in early 1988, enables the Conservancy to sell rights from the Land Bank on the open market.

The retirement of the development potential on properties can generate a wide range of development rights or credits, depending on what existed or was credited to the property at the time of acquisition (either land coverage or other marketable rights). The Conservancy periodically acquires these other rights, including those for tourist accommodations, sewer connections, residential units, and commercial floor area. Such rights are usually sold to parties building or remodeling a commercial site or a multi-family unit(s). The rights are recognized by the various regulatory agencies within the Basin and can therefore be sold or transferred under the proper circumstances. The use of these rights is reserved for projects in the areas where the rights originated in order to maintain the economic base of those communities.

*Lahontan Regional Water Quality Control Board:* Lahontan has water quality responsibilities including the California-side of the Lake Tahoe Basin. This agency establishes water quality standards, subject to the approval of the State Water Quality Control Board, and has broader enforcement power than TRPA. By issuing waste discharge permits and requiring monitoring to show compliance, among other activities, Lahontan actively enforces attainment of standards.

Any party responsible for construction activity over one acre must obtain a National Pollution Discharge Elimination System Permit (NPDES Permit) form Lahontan to eliminate or reduce pollutants in storm water discharged to surface waters, which include riparian zones, from area of construction activity.

Lahontan is also responsible for incorporating the 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 form the City's stormwater management infrastructure and Federal rules requires the City to implement programs to control pollutant runoff.

The NPDES permit issued to the City stipulates a September 30, 2016 deadline to reduce estimated 2004 baseline jurisdictional pollutant loads of fine sediment particles by 10%, total nitrogen by 8% and total phosphorus by 7%. Lahontan is expected to update the NPDES permit every five years to include additional load reduction targets. Upcoming targets are anticipated for 2026. Attainment of the 2026 target, termed the Clarity Challenge, is estimated to return Lake Tahoe to an average annual transparency of 80 feet (Lahontan 2010).

The City completed development of a Pollutant Load Reduction Plan (PLRP) to define a path to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. The goal of the Load Reduction Report was to identify 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 set forth in the City's NPDES permit, which was then submitted to Lahontan in October, 2021. Proposed strategies outlined in the Load Reduction Plan for meeting the load reduction targets are incorporated in the Area Plan and are discussed in detail in Section 10, Natural and Cultural Resources.

The PLRP estimates the City's pollutant load reduction from water quality projects and enhanced operations and maintenance activities by using the same Pollutant Load Reduction Model (PLRM) which was used in establishing the City's 2004 baseline pollutant load. Estimated load reductions for specific projects and operational improvements are shown in the PLRP. Pollutant load reductions will be credited to the City as catchments (subwatersheds) with projects and/or operational improvements registered with Lahontan pursuant to the Lake Clarity Crediting Program.

*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.

California Trustee Agencies: State agencies with trustee responsibility in the Tourist Core include: California Division of Forestry (tree removal and forest resource concerns), State Historic Preservation Officer (cultural resources), California Department of Fish and Game (wildlife resources), and State Lands Commission with regard to state-owned "sovereign" lands such as Lake Tahoe.

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 its General Plan and City code. The City's 1999 General Plan adopted TRPA's Plan Area Statements (PASs) 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. The PASs will remain in effect until superseded by an Area Plan.

# 2.0 PROJECT DESCRIPTION

## 2.1 AREA PLAN OVERVIEW AND DESCRIPTION OF CHANGES

The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The updated Tourist Core Area Plan proposes to incorporate two parcels fronting Pioneer Trail, currently located in residential Plan Area Statement 092, into the Tourist Center Neighborhood Mixed-Use (TSC-NMX) District. Both parcels (APNs 029-352-010 and 029-371-016) are developed with existing tourist accommodation uses. The addition of these parcels, totaling approximately 36,000 square feet (0.83 acres) is intended to increase opportunity for redeveloping the sites. Permissible uses consistent with the previous PAS for this area are supplemented with additional residential land uses. ; As part of these amendments, a minimum density standard is also adopted to encourage the development of high-density housing. Modifications to existing design standards and parking standards are also proposed to promote walkability.

The Area Plan includes changes necessary to opt in to the TRPA Phase 2 Housing Code Amendments adopted in December 2023 for the areas within and outside of the Town Center/Regional Center Overlay – these amendments are included in the proposed changes to density, height and land coverage limits applicable to deed restricted affordable housing as documented in Tourist Core Area Plan Appendix C.

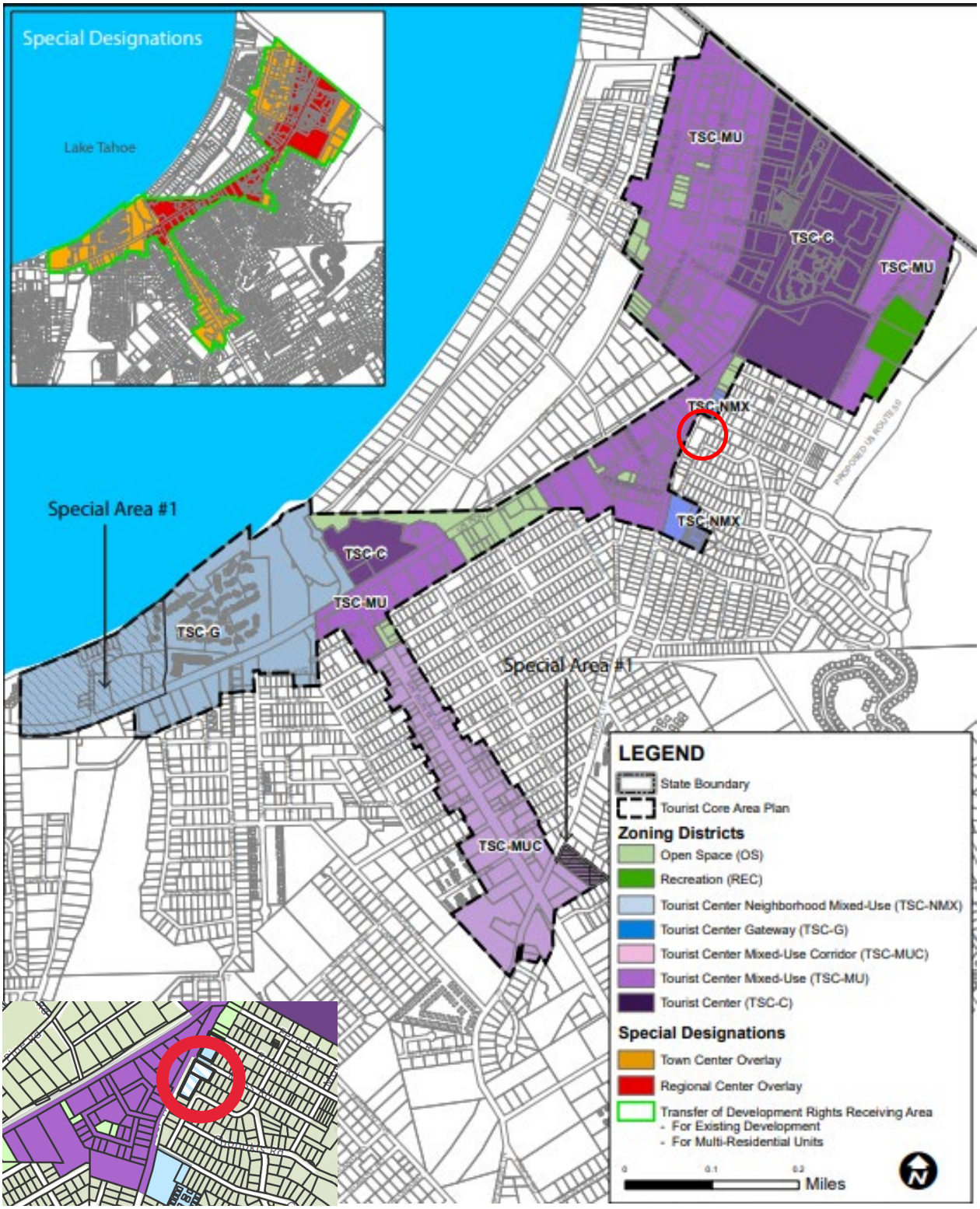
**Table 1** provides an overview of the existing plans, maps, and ordinances that are relevant to the Tourist Core Area Plan, a synopsis of the proposed changes, and a brief description of those changes.

**Table 1 Elements of Tourist Core Area Plan**

| Tourist Core Area Plan Element | Proposed Change from Existing Plans, Maps, and Ordinances | Summary Description |
|---|---|---|
| Vision and Guiding Principles | Adds a new housing policy | ▪ Includes new policy to preserve existing residential uses and increase multi-family options. |
| Land Use Element, and Land Use Map | Amends and adds new land use policies and amends zoning map to incorporate two parcels | ▪ Includes new policy to create a pedestrian oriented "Lake District" adjacent to the Tourist Core Area Plan<br>▪ Includes new policies encouraging the development of workforce housing in the Tourist Core Area Plan.<br>▪ Includes a new policy to establish minimum density standards for multi-family development.<br>▪ Amend Land Use Map to incorporate APNs 029-352-010 and 029-371-016 into the TSC-NMX District (see Figure 3 below). |
| Transportation Element | Adds new transportation policies | ▪ Includes new policy to coordinate with transportation agencies to expand alternatives modes of transportation.<br>▪ Includes new policies to promote shared parking and enhanced mobility hub. |

| Table 1 Elements of Tourist Core Area Plan | | |
|---|---|---|
| Tourist Core Area Plan Element | Proposed Change from Existing Plans, Maps, and Ordinances | Summary Description |
| Implementation Element | Update status of projects | ▪ Updated implementation status of various improvement projects.<br>▪ Updated Development Rights incentives provided by the City.<br>▪ Updated the number of residential bonus units available in the Tourist Core Area Plan.<br>▪ Added new incentives for residential/tourist conversion and density incentives adopted by the TRPA.<br>▪ The City incentive of RUUs at no cost for ADUs and multi-family developments has been included.<br>▪ Alternate Traffic and Air Quality Fee Program was deleted. New projects are subject to TRPA's Mobility Mitigation Fee requirements of Chapter 65 of the TRPA Code of Ordinances<br>▪ The Change in Use section was removed as it is no longer contained in the South Lake Tahoe City Code or TRPA Code of Ordinances.<br>▪ The Conversion of Use section was updated to reflect the current Chapter 51 of TRPA Code of Ordinances.<br>▪ Density incentives adopted by TRPA are added. |
| Appendix B | Replaced with Commercial Design Guidelines | ▪ TRPA height findings were removed from this appendix. The findings are applicable through reference to TRPA Code of Ordinances.<br>▪ The South Lake Tahoe Commercial Design Guidelines have been included as Appendix B to provide visual representations of the intent of design standards in Appendix C. |
| Appendix C, Development and Design Standards | Modify existing use matrix for clarity and consistency.<br><br>Modification of existing standards for clarity. | ▪ Permissible use matrix and definitions have been modified for consistency and simplification.<br>▪ All items previously included in in Substitute Design Standards have been relocated to the main standards section.<br>▪ The maximum building height for the TSC-MU district is increased from 56 feet to 65 feet. |
| Appendix D, CSLT Green Building Program | Include more recent sustainable building certification programs. | ▪ Additional green building certifications are being added to the Green Building Program to make projects eligible for development incentives. Development incentives are no longer tiered and shall be based on the discretion of the decision-making authority. |

**Figure 3 – Proposed Tourist Core Area Plan Expansion**



As part of the TCAP, the City of South Lake Tahoe will comply with all mitigation measures from the Regional Plan Update EIS certified by the TRPA Governing Board on December 12, 2012. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, adopted on December 12, 2012 and effective on Februray 9, 2013.

Also part of the Tahoe Valley Area Plan is the City of South Lake Tahoe's continued compliance with all mitigation measures from the General Plan EIR certified by the City on May 17, 2011.

Table 2 provides a summary of the proposed development standard and land use updates to TCAP zoning districts. The full text of the proposed amendments is provided in revisions to TCAP Appendix C, available for review on the City's webpage: https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates.

**Table 2**
**Development Standards for the Tourist Core Area Plan**

| Development Standard | | Tourist Center (TSC-C) District |
|---|---|---|
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | Single Family Dwelling | Only condominiums allowed at 12-65 units/acre |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Healthcare Services | Allowed by right but can't front on Lake Tahoe Boulevard. |
| | Professional Offices | Allowed by right throughout district. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | This standard was removed. |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |

| Development Standard | | Tourist Center Gateway (TSC-G) District |
|---|---|---|
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Mixed-Use (TSC-MU) District** |
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |

| | | |
|---|---|---|
| | Eating and Drinking Places | Changed to Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Mixed-Use Corridor (TSC-MUC) District and TSC-MUC Special Area #1 District** |
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single Family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |

| | | |
|---|---|---|
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Neighborhood Mixed-Use (TSC-NMX) District** |
| Maximum Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Recreation (REC) District** |
| Density | Multiple Family Dwelling | ~~n/a~~ 12-25 units/acre (Employee Housing Only) |
| | Multi-Person Dwelling | Add 65 persons/acre, no minimum (Employee Housing Only) |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Add as an Allowed by right |
| | Multi-Person Dwelling | Add as an Allowed by right |

| | | |
|---|---|---|
| | Privately Owned Assembly and Entertainment | Deleted and incorporated into Amusement, Recreation, & Entertainment Facilities. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Gateway (TSC-G) Special Area #1 District** |
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |

| Table 3<br>Development Standards for the Tourist Core Area Plan Boundary Expansion | | | |
|---|---|---|---|
| **Development Standard** | | **PAS 092** | **Tourist Center Neighborhood Mixed-Use (TSC-NMX) District** |
| Density | Multiple Family Dwelling | 15 units/acre | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | 25 persons/acre | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Not permitted | Add 65 persons/acre, no minimum |
| | Residential Care | Not permitted | Add 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | Only condominiums allowed at 12-65 units/acre |
| | Employee Housing | Not permitted | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Nursing and Personal Care | Not permitted | Added Allowed by right |
| | Residential Care | Not permitted | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (Not permitted)<br>Privately Owned Assembly & Entertainment (Not permitted)<br>Public Owned Assembly & Entertainment (Not permitted) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Healthcare Services | Not permitted | Allowed by right but can't front on Lake Tahoe Boulevard. |
| | Professional Offices | Special Use | Allowed by right throughout district. |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (Not permitted) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | Not applicable | This standard was removed. |
| | Building Height Maximum (stories) | Not applicable | This standard was removed. |
| | Roof Slope | TRPA Code Chapter 37.3.4 | Minimum roof slope changed from 5:12 to 3:12 |

## Permissible Use List

The Tourist Core Area Plan updates propose modifications to the existing permissible use list to consolidate multiple similar uses under one category, to create more succinct criteria, and to increase compatibility within categories. "Employee Housing" has been eliminated as an independent use and shall be included in other residential uses. Health and athletic clubs, day spas, and funeral parlors are now included under General Retail and Personal Service as they are consistent with the existing criteria of the category in that they are "non-medical services involving the care of persons." Categories in which there was overlap of criteria have been consolidated into one use encompassing amusement, recreation, assembly, and entertainment.

## Design and Development Standards

The Tahoe Valley Area Plan includes development and design standards that are specific to the Plan Area and replace the City of South Lake Tahoe City Code Chapters 6.10 and 6.55 development standards, and portions of the TRPA Code of Ordinances Chapter 30, land coverage, Chapter 31 regarding density, Chapter 36 regarding design standards, and Chapter 37 regarding height standards. Standards for the Area Plan are contained in Appendix C of the Tourist Core Area Plan. Further design and development standards are housed in the South Lake Tahoe Design Guidelines (2016). This document has historically been used as a supplemental document to Appendix C. As part of the updates to the plan, this document shall be included as Appendix B and shall be used in conjunction with Appendix C to provide examples of the standards. Specific standards that have been changed through this process include:

- Allowing roof pitches of 3:12 to 12:12 (previously the minimum roof pitch was 5:12) and the removal of the roof height requirement.
- Shifting to more objective building modulation and articulation standards.
- Increased flexibility in corner build and build to line requirements.
- Increased bicycle parking requirements
- Reducing residential parking requirements by right
- Allowing for a reduction in commercial parking spaces.

Significant changes were made to the organization of Appendix C by incorporating design standards previously designated as "substitute" into the primary standards. Purely residential projects in certain districts may now follow the residential design standards contained in the City of South Lake Tahoe City Code Chapter 6.85.

## Building Height and Design

The maximum building height for the TSC-MU district is increased from 56' to 65'. In order to increase the efficiency and feasibility of large buildings, a minimum roof pitch of 3:12 is being proposed (previously 5:12) as well as elimination of the requirement that a building's roof be 40% of the building height. Further, the amendments would eliminate the building height maximum (stories) standard that limited the number of stories in addition to a buildings total height (feet).Numerous other changes are being made for clarity and consistency, most notably the creation of objective design standards to achieve desired levels of building articulation.

## Density

New density maximums and a minimum density standard are being proposed. For the first time the City is proposing a minimum density of 12 units per acre for multiple family dwellings in all districts except for recreation district. Mixed-use projects meeting certain criteria may be exempt from the minimum density. The maximum density for multiple family dwellings in the TSC-C, TSC-MU, TSC-MUC, and TSC-G is increased from 25 to 65 units per acre. The Tourist Core Area Plan will incorporate the City's accessory dwelling unit (ADU) ordinance; however, these units are not counted towards density. 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 the Town Center and Tourist Center land use designations.

# 3.0 BASELINE

As specified in Section 13.3.1 of the TRPA Code, 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. Thus, existing baseline conditions for the purposes of this IS/IEC reflect current 2023 environmental conditions (the time of writing of this IEC) with the updated Regional Plan, TRPA Code, City General Plan and Code in effect, and the existing plans (PAS 092), maps, and ordinances also in effect. The Tourist Core Area Plan has an approximate 20-year planning horizon.

The proposed project evaluated in this IS/IEC are the proposed amendments to the Tourist Core Area Plan, which was originally adopted on November 11, 2013 and amended numerous times since then.

# 4.0 METHODOLOGY AND ASSUMPTIONS

This IS/IEC was prepared to evaluate the potential environmental effects of the Tourist Core Area Plan Amendments using as a tool the CEQA and TRPA checklist questions, responses, and supporting narrative. The analysis tiers and incorporates by reference 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., 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy IS/ND/IEC/FONSE, April 2021)
- CSLT, *General Plan Update EIR*, certified by the City Council on May 17, 2011 (CSLT EIR)
- City of South Lake Tahoe, Tourist Core Area Plan IS/MND/IEC/FONSE, certified by the City Council on October 15, 2013 and adopted by the TRPA on November 11, 2013.

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 review of the proposed Tourist Core Area Plan Amendments. To the extent that the Tourist Core Area Plan Amendments are consistent with the Regional Plan and the RTP, for which the program EISs were prepared, the Tourist Core Area Plan Amendments could be found to be "within the scope" of the program EISs.

This Tourist Core Area Plan Amendments IS/IEC is also a program-level environmental document. No specific development projects are proposed at this time or analyzed herein. All future projects within the Tourist Core would be subject to project-level environmental review and permitting by City and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code). Project-level environmental documents would require identification of, and mitigation for any potentially significant environmental impacts.

TRPA has prepared an Area Plan Environmental Analysis Guidelines flowchart intended to assist local jurisdictions in considering environmental review requirements associated with the land uses proposed in area plans. The guidance poses the following questions:

- Does a land use district in the area plan allow a use that has a greater potential impact than the corresponding land use in the Regional Plan? This includes any community plans and/or PASs that would be wholly or partially, replaced by the area plan.
- Does a zoning district in the area plan allow a use that has a greater potential impact than the corresponding land use district in the PAS?
- Does the project have a greater potential impact than the use allowed by the zoning district in the area plan/PAS?

These questions contemplate whether land use changes resulting from adoption of the proposed amendments would result in new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan.

To address these questions, the proposed amendments to the Tourist Core Area Plan Land Use Map and Zoning Map were carefully reviewed. The adopted 2013 land use and zoning map as amended to date, are consistent with the TRPA conceptual land use map adopted as part of the 2012 Regional Plan and the City General Plan which was adopted in 2011. Proposed additions to the town center overlay boundary (Town Center Mixed-Use District) in these amendments would expand town center areas envisioned in TRPA's Regional Plan Conceptual Land Use Map which classifies the Tourist Core as tourist. As a result, amendments to expand the Town Center and the TRPA regional plan maps will need to comply with TRPA Code Section 13.5.3.G (Modification to Centers) and be adopted by the TRPA Governing Board following City adoption of the Area Plan amendments.

The tables included in Chapter 2 of this IS/IEC compares the existing permissible uses allowed within PAS 092 (for two to be added to the TCAP) and existing zoning districts with those uses that would be allowed with the Tahoe Valley Area Plan amendments, as specified in the Development and Design Standards (Appendix C) of the Tahoe Valley Area Plan. Generally, the types of land uses that would be permissible in the TSC-G, TSC-C, TSC-MUC, TSC-MU, and TSC-NMX zoning districts are consistent with the mix of uses (tourist accommodation, commercial, public service, office, and residential) envisioned for community centers in the Regional Plan (TRPA 2012a, p. 2-33) and the General Plan (CSLT 2011, pp. LU-3 and LU-10); the uses that would be permissible within these zoning districts reflect the mix of uses envisioned for recreation areas in the Regional Plan (TRPA 2012a, p. 2-19); and the uses within the OS zoning district would be limited to passive recreation uses, storm water facilities, and restoration activities.

Because the permissible use list would be consistent with the uses envisioned in the Regional Plan, the analysis herein focuses on the unique characteristics of the allowed uses and 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.

# 5.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

1. Project title: Tourist Core Area 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: John Hitchcock, Planning Manager, (530) 542-7472

   Tahoe Regional Planning Agency: Alyssa Bettinger, Senior Planner, (775) 589-5301

4. Project location:

   The Tourist Core is located within the City of South Lake Tahoe and covers 305-acre area, centered on centered on US Highway 50 and Ski Run Boulevard from Fairway Avenue on the west to the California and Nevada Stateline on the east. The Area Plan also includes all of Ski Run Boulevard beginning at the shoreline of Lake Tahoe in the north to the intersection of Pioneer Trail in the south. The amendments expand the plan area to add two parcels fronting Pioneer Trail in one location just south of Moss Road.

5. Project sponsor's name and address

   City of South Lake Tahoe
   1052 Tata Lane
   South Lake Tahoe, California 96150

6. General Plan designation:

   The City's General Plan designates the Tourist Core as Tourist Center and TRPA's Conceptual Land Use Map designates it as Tourist.

7. Zoning

   The Tourist Core Area Plan contains multiple zoning designations within the 305-acre area

8. Description of project:

   The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. Chapter 2 provides a detailed summary of the proposed amendments. The exact language of the proposed amendments is provided on the City's website (https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates). The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The proposed amendments would expand the Area Plan boundary to incorporate two parcels (APNs 029-352-010 and 029-371-016) that front Pioneer Trail, both developed with existing tourist accommodation uses. The addition of these parcels as is intended to increase opportunity for redeveloping the sites (previously located in PAS 092). In addition to the boundary amendments, other changes to permissible land use, density, etc. are proposed as documented in Chapter 2..

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

   The Tourist Core is bordered on the north by Lake Tahoe, and Ski Run Marina which provides a popular access point to beach recreation and boating opportunities and the Tahoe Meadows Historic District Tahoe Meadows is a residential district located along the shoreline of Lake Tahoe and is listed as a Historic District by TRPA and is also listed on the National Registry of Historic Places. To the south the Tourist Core is border by a mixed multi-family and single family residential area, dating from the 1960s to the 1990s and Van Sickle Bi-State Park which provides access to mountain bike, hiking and horseback riding trails. Directly to the west of the Tourist Core is the Bijou/Al Tahoe commercial district and to the east of the Tourist Core is the Stateline Casino Core which includes the major gaming establishments in the south shore.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

    Adoption of the Tourist Core Area Plan Amendments is only 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 Game, the California Regional Water Quality Control Board, State Water Resources Board, El Dorado County Air Pollution Control District, California State Lands Commission, and/or the California Department of Transportation (Caltrans).

## 5.1 ENVIRONMENTAL FACTORS POTENTIALL AFFECTED

If environmental factors are checked below in Table 4, there would be at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Table 4: Environmental Factors with Potentially Significant Impacts

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology Resources |
| ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials | ☐ Hydrology/Water Quality |
| ☐ Land Use/Planning | ☐ Mineral Resources | ☐ Noise |
| ☐ Population/Housing | ☐ Public Services | ☐ Recreation |
| ☐ Transportation/Traffic | ☐ Utilities/Service Systems | ☐ Mandatory Findings of Significance |

## 5.2 CEQA ENVIROMENTAL DETERMINATION

On the basis of this Initial Study:

☒ 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.

4/11/2024

John Hitchcock, Planning Manager
Development Services, City of South Lake Tahoe

Date

## 5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPELTED BY TRPA)

On the basis of this TRPA Initial Environmental Checklist:

| | | | | |
|---|---|---|---|---|
| a. | The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared on accordance with TRPA's Rules of Procedures | ☒ | Yes | ☐ No |
| b. | The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures. | ☐ | Yes | ☒ No |
| c. | The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. | ☐ | Yes | ☒ No |

Signature of Evaluator

Date

Title of Evaluator

# 5.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis has been prepared using the CEQA Guidelines Appendix G: Environmental Checklist Form to complete an Initial Study (IS). This checklist also includes analysis of environmental impacts required in the TRPA Initial Environmental Checklist (IEC) found at: http://www.trpa.org/documents/currentapps/Initial_Environmental_Checklist_Web.pdf.

## 5.4.1 CEQA

CEQA requires a brief explanation for answers to the Appendix G: Environmental Checklist except "No Impact" responses that 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 5: 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 will 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. |
| 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 2010 | |

## 5.4.2 TRPA

Article VI of the TRPA Rules of Procedures 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 Ordinance.

TRPA uses an IEC, in conjunction with other available information, to determine whether an 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.Based on an initial review of the Project, City staff determined that an IEC would provide sufficient information regarding the Project to make one of the findings below. 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:

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.

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.

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.

### 5.4.3 Aesthetics (CEQA), Scenic Resources/Community Design and Light and Glare (TRPA)

This section presents the analyses for potential impacts to aesthetics, scenic resources/community design and light and glare. Table 6 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 6: Aesthetics, Scenic Resources/Community Design and Light and Glare**

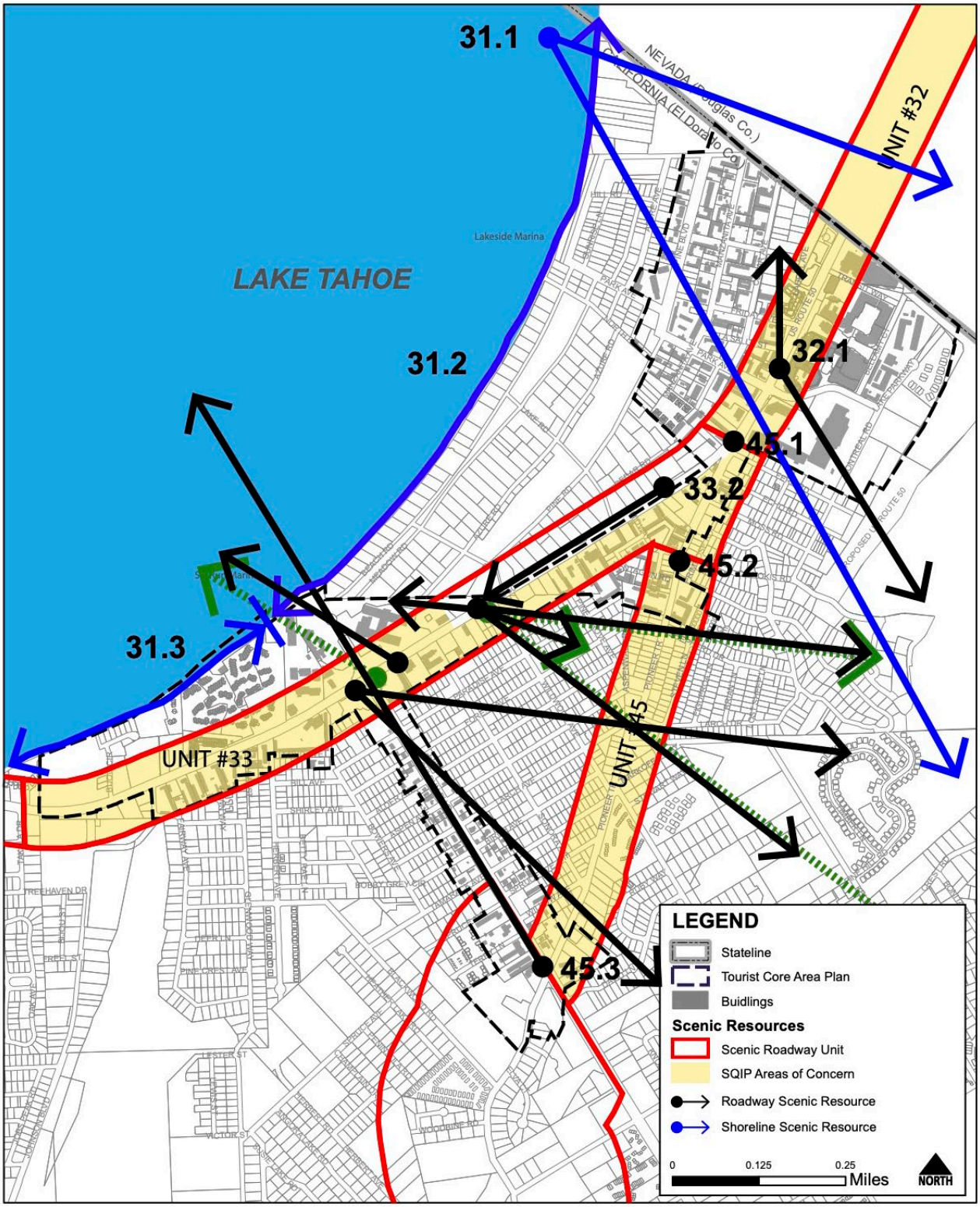
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 1. Have a substantial adverse effect on a scenic vista? (CEQA Ia) | | | **X** | |
| 2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (CEQA Ib) | | | | **X** |
| 3. Substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic) | | | **X** | |
| 4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 5. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA item 18a) | **X, LTS** | | | |
| 6. Be visible from any public recreation area or TRPA designated bicycle trail? (TRPA item 18b) | **X, LTS** | | | |
| 7. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA item 18c) | **X, LTS** | | | |
| 8. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA item 18d) | **X, LTS** | | | |

| | | | | |
|---|---|---|---|---|
| 9. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA item 18e) | | | | **X** |
| 10. Include new or modified sources of exterior lighting? (TRPA item 7a) | **X, LTS** | | | |
| 11. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA item 7b) | **X, LTS** | | | |
| 12. Cause light from exterior sources to be cast off-site or onto public lands? (TRPA item 7c) | | | | **X** |
| 13. Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA item 7d) | | | | **X** |

**1. Would the Project have a substantial adverse effect on a scenic vista? (CEQA Ia)**

As documented in Figure 4, the project area contains six scenic vistas visible from public roadways (within Roadway Units 32 – Casino Area, 33 – The Strip and 45 – Pioneer Trail North) and four scenic vistas from the lake (within Shoreline Unit 31 – Bijou). While the Area Plan amendments 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 general recommendations for site planning found in the SQIP, the TRPA Code of Ordinances and the standards of the Tourist Core Area Plan. As noted in TRPA's 2011 Threshold Evaluation, the Scenic Roadway Travel Unit within the urbanized areas of the Region (i.e., community plan areas) have seen significant improvements in the scenic quality as a result of improved architectural quality of the built environment and the removal of dilapidated structures for the creation of riparian areas, storm water retention basins and passive neighborhood parks. Moreover, Chapter 66 of the TRPA Code of Ordinances requires any project within the Tourist Core that is visible from the identified scenic resource shall demonstrate that the numerical ratings assigned to each individual resource is not decreased as recorded in the 1982 Scenic Resource Inventory. As of 2015 or 2019 (the year they were last evaluated), each of the shoreline scenic resources described above are meeting the adopted threshold standard. However, the roadway scenic resources are still in non-attainment, but showing improvements from redevelopment efforts completed to date.

**Figure 1 – Tourist Core Area Plan Location Map**



The potential scenic impact associated with additional height that is available within the TCAP was analyzed in the RPU EIS (Impact 3.9-1) and was found to be potentially significant, requiring mitigation measures which were codified in Sections 37.7.16 and 37.7.17 of the TRPA Code and incorporated in the Tourist Core Area Plan Development and Design Standards. The Tourist Core Area Plan requires any buildings that consist of three or more stories to not project above the forest canopy, ridge lines or otherwise detract from the viewshed. In addition, the Area Plan requires that the TRPA Findings 1, 3, 5 and 9 as described in Section 37.7.16 of the TRPA Code be made. The findings are as follows:

- 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.

- 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.

- 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.

    - The horizontal distance from which the building is viewed;

    - The extent of screening; and

    - Proposed exterior colors and building materials.

- 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.

These requirements would also apply to the proposed height amendment for the TSC-MU District (Regional Center Overlay where height up to 95 feet may be considered per TRPA Code Section 13.5.3.A) to increase the current limit from 56 feet to 65 feet. The TSC-MU District is located along US Highway 50 near Ski Run Boulevard, between US Highway 50 and Pioneer Trail west of their intersection and to the north and south of the TSC-C District near the stateline core. This evaluation concludes that the Area Plan's 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.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**2. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (CEQA Ib)**

No state scenic highways exist within nor are directly visible from the Tourist Core. The area does not contain any trees, rock outcroppings or historic buildings that are unique or contribute to the visual resources of the area. Therefore, the Project has no impact on state designated scenic highways.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**3. Would the Project substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic)**

The Area Plan includes detailed design standards that are intended to ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life and promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors and includes the following:

- Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance;
- A unified palette of quality materials shall be used on all sides of buildings;
- Colors shall be used to help delineate windows and other architectural features to increase architectural interest;
- A variety of natural-appearing materials should provide contrast on building facades;
- Colors should be chosen to blend in with the setting and to minimize reflectivity. Bright colors should be used for accent only and should be applied to a maximum of 10 percent of the building façade; and
- Roofs, including mechanical equipment and skylights, shall be constructed of nonglare finishes and earth tone colors that minimize reflectivity.

For buildings that are located adjacent to residential areas where buildings are generally limited to two stories in the setback zone, the Area Plan includes provisions to minimize the potential impact on the visual character and quality of the residential land uses. The Area Plan incorporates a standard that requires buildings to be step backed at a 1:1 ratio from the setback line for any portion of the building that exceeds 25 feet and requires additional measures if necessary that includes landscape buffering, increased side yard or rear yard setbacks, or reduced height to minimize impacts on adjacent residential areas.

The Area Plan promotes a more dense land use pattern to promote pedestrian- and transit-oriented development. Pursuant to TRPA's Code of Ordinances, the Area Plan provides additional height and increased density incentives, to ensure adequate capacity for redevelopment and transfers of development. However, the expected change in amount, distribution and type of development is not expected to have a significant impact on the visual character or quality of the Tourist Core or its surroundings. The character and quality is expected to improve as a result of the proposed design standards discussed above and additional height granted to structures will not impact existing viewsheds as discussed in Question 1 (CEQA Checklist Ia) above. Furthermore, improvements in the visual character and quality of this Area Plan has

been documented in numerous TRPA Threshold Evaluations as projects implemented many of the design standards that are incorporated in this Area Plan.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**4. Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id)**

Consistent with existing conditions, implementation of the Tourist Core Area Plan would allow for construction of new development and redevelopment projects. These projects would likely include new or modified sources of exterior lighting. However, the lighting standards provide criteria for the range of lighting that is necessary to provide safety and security, as well as provide, in limited areas, the ambient lighting that would allow for an atmosphere that enhances the qualities of an active civic place. The existing design standards for exterior lighting are designed to reduce light pollution, reduce the splay of light on adjoining parcels and adjacent residential uses. The Tourist Core Area plan, includes the following requirements:

- Outdoor lights (including winter seasons display) shall not blink, flash, or change intensity or give the illusion of movement
- Prohibits the commercial operation of searchlights.
- Limits seasonal lighting displays to November 1 through March 1 unless an approval of a minor review is obtained. Displays are limited to 90 days, shall use LED or low voltage (24 volts or less), and are subject to building and fire department inspection.
- Outdoor lighting is used for illumination purposes only and shall not be designed for, or used as, an advertising display.
    - Lighting shall only be directed downwards, up-lighting is not permitted unless overhead shields are used and light sources (bulbs) shall not be visible.
    - No light can spray off site and the use of cutoff shields or other devices are required
    - The maximum height of exterior architectural lighting is limited to 26 feet with the exception of the Stateline tourist node area which allows for lighting of architectural features above 26 feet and landscape lighting provided a visual analysis is prepared.
    - Roof, in part or in total, shall not be illuminated including the prohibition the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing, and the like.
    - Assembly poles and fixtures shall be painted a dark earthtone color.
    - Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base ground level.

- The maximum height for any freestanding light pole shall not exceed 20 feet unless it's a cobra head fixture placed at major intersections of state highways with conform to the state standard.

- Prohibits the use of low sodium lights (monochromatic orange).

The Tourist Core Area Plan includes existing provision to incorporate increased protections against misdirected or excessive lighting, when compared to the existing city-wide design standards. New provisions include limiting light bulb that may be used (i.e., incandescent, high pressure sodium, metal halide, compact florescent, or light-emitting diode [LED]), prohibit the installation of lighting on trees except for seasonal lighting, further limits the use of seasonal lighting in the Stateline node to November 26 through March 1, and includes language to clarify the maximum level of illumination permitted for various applications. New lighting standards provides "foot candle" criteria for exterior lighting, streets, pedestrian zones, and secured areas that are consistent with or more stringent than the Illuminating Engineering Society recommendations (IDSA 1998) or the City's existing standards. Previously, the City's illumination standard allowed up to 25 foot-candles for all lighting sources. Thus, new or modified sources of exterior lighting associated with projects proposed under the Tourist Core Area Plan would be consistent with or more stringent than existing City or TRPA substitute standards.

As previously discussed in Question 3 (CEQA Checklist Ic) and the exterior lighting discussion above the Tourist Core Area Plan requires the use of variety of natural-appearing material and colors that blend in with the natural setting and prohibits the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing to minimize reflectivity and glare. Therefore no substantial glare or reflectivity of a project proposed under the Tourist Core Area Plan is expected to affect day or nighttime views in the area.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**5. Would the Project be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA 18a)**

The Tourist Core is visible form US Highway 50, Pioneer Trail and from Lake Tahoe.

US Highway 50 is a federal highway and runs through the Tourist Core from its western border to its eastern border at the California/Nevada state line. Pioneer Trail forms the southern border of the Area Plan at the intersection of Ski Run Boulevard and at the intersection of US Highway 50. The most western portion of the Tourist Core from Bijou Commercial Center to Ski Run Marina is visible from Lake Tahoe. Both US Highway 50 and Pioneer Trail are designated by TRPA as an Urban Scenic Corridor. Urban Scenic Corridors are generally urbanized where man-made development is the dominant visual feature but development still blends with the natural environment (TRPA Code Chapter 66).

As shown in Figure 4, the Tourist Core contains a portion of TRPA Scenic Roadway Travel Unit #32 – Casino Core, Scenic Roadway Travel Unit #33 – The Strip, Scenic Roadway Travel Unit #45 – Pioneer Trail (North) and Shoreline Travel Unit #31 – Bijou. Within the scenic travel units, TRPA has identified scenic quality ratings for individual scenic resources that include a view of Lake Tahoe from Ski Run Boulevard and general landscape and built environment views from US Highway 50 and Pioneer Trail. Within the shoreline travel unit TRPA has identified four scenic resources. Three resources constitute views of the shoreline and the fourth resource is a view of the mountain backdrop. The 2019 Threshold Evaluation indicates all the scenic individual scenic resources are in attainment for the scenic threshold with the recent

evaluation noticing an improvement in the visual quality of the built environment as viewed from Lake Tahoe. Shoreline Travel Unit #31 is currently in threshold attainment as noted in the 2019 Threshold Evaluation which noted an improvement in the visual quality of the man-made environment as a result of the redesign and rehabilitation of El Dorado Beach.

Roadway Units #32, #33 and #45 are all presently not in attainment but continue to show improvements in visual quality as a result of redevelopment and application of design standards that complements the natural environment. All 3 units are targeted for scenic restoration in the SQIP and the TCAP includes policies that call for for improving the architectural style of existing and new buildings, using natural appearing building material, using natural colors, consolidating driveway access, locating parking lots in the rear or side yards, incorporating landscaping treatment, sign compliance and the undergrounding of utility line whenever possible.

Since the adoption of the 2013 Tourist Core Area Plan, numerous redevelopment, transportation and water quality projects have been implemented in the Area Plan that have directly contributed towards scenic threshold gains. The 2011 and the 2019 Threshold Evaluation noted that the majority of roadway units with improved threshold scores fall partially or wholly within Community Plan/urbanized areas of the Region. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscape drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts, and improved signage have all contributed to a transformation in many of these units. This improvement affects both travel route and scenic quality ratings.

As described in Question 3 (CEQA Checklist IC) above, the Tourist Core Area Plan includes detailed design standards that ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life, promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors to avoid bulky and "box-like appearance, to promote materials and colors that blend with the natural setting, to reduce glare and reflectivity, and preserve views of the lake, ridgelines and meadows. Application of these standards for redevelopment of dilapidated structures, for the development of news structures, in conjunction with site design standards to protect viewsheds and minimize impact on adjacent residential areas, is expected to improve the visual quality and character of the Tourist Core. This change in visual quality and character is not expected to adversely affect the shoreline scenic unit or the scenic quality ratings for individual resources but would improve scenic conditions resulting in threshold gains in the three non-attainment roadway travel units found in the Tourist Core.

Thus, implementation of specific projects under the Tourist Core Area Plan is not likely to result in adverse impacts on views from any state or federal highway, Pioneer Trail or from Lake Tahoe.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

**6. Would the Project be visible from any public recreation area or TRPA designated bicycle trail? (TRPA 18b)**

A review of the 1993 Lake Tahoe Basin Scenic Resource Evaluation indicates that there are no identified recreation areas or designated bicycle trails in the Tourist Core. However, the Tourist Core itself is visible from a number of recreation areas identified in the Scenic Resource Evaluation. These recreation areas are: Baldwin Beach, Taylor Creek, Kiva Beach, Camp Richardson, Pope Beach, Regan Beach, El Dorado Beach and Nevada Beach. In all cases the Area Plan is visible as a distant foreground view of a developed and undeveloped shoreline, a forested middle ground view that is back dropped by distant mountains views.

The Scenic Resource Evaluation noted that the panoramic views of the lake and distant shoreline are elements that contributed to the scenic quality of these recreation areas.

Any proposed projects within the Area Plan is not likely to affect scenic views from these identified recreation areas or contribute to their degradation as a result of protective standards incorporated into the Area Plan to prohibit structures from protruding above the existing forest canopy. Any development visible from the recreation area would likely be structures along the shoreline that are built below the canopy and would blend in with its natural setting.

The Ski Run Marina is a recreation area located within the Tourist Core Area that provides beach recreation and boating access to the lake; however, it is not mapped and identified as a scenic resource in the Scenic Resource Evaluation. Although a proposed project in the Area Plan would likely be visible from this recreation area it is not likely to be impacted because application of design standards and protective measures for view shed protection described and discussed in questions 1 through 5 (CEQA Checklist item 1a through 1d) above and Question 7 below.

Projects resulting from implementation of the Tourist Core Area Plan would involve development and redevelopment consistent with the Area Plan's Development and Design Standards and Chapter 66 of the TRPA Code that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, implementation of specific projects under the Tourist Core 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 TRPA Code provisions and the Tourist Core Development and Design Standards, which would result in generally improved scenic conditions in the Tourist Core Area Plan.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

**7. Would the Project block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA 18c)**

As discussed above in Questions 1 (CEQA Checklist 1a) and 6 the project area includes scenic vistas from the public roadway and is also visible from offsite public recreation areas. Implementation of the Tourist Core Area Plan would allow for construction of new development and redevelopment projects. These projects would likely include new structures or introduce massing to existing scenic vistas but is not expected to block or modify an existing resource that would result in a significant impact. The Area Plan includes protective measures that prohibit buildings from projecting above the forest canopy, ridge lines, or otherwise detract from the view shed and the scenic quality findings of the TRPA Code of Ordinances must be made for any project granted additional height (see Question 1, CEAQ Checklist 1a discussion). Moreover, as discussed in Question 3, CEQA Checklist Ic, projects are required to implement the Area Plan's design standards to ensure compatibility with the natural environment.

Projects resulting from implementation of the Tourist Core Area Plan would involve development and redevelopment consistent with the Area Plan's Development and Design Standards and Chapter 66 of the TRPA Code that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, implementation of specific projects under the Tourist Core Area Plan is not likely to result in obstructed views to and from Lake Tahoe, recreation areas, bike trails, and public roadways. All projects would comply with TRPA Code provisions

and the Tourist Core Development and Design Standards, which would result in generally improved scenic conditions in the Tourist Core.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None**.

**8. Would the Project be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA 18d)**

Consistent with the Regional Plan, the Tourist Core Area Plan would allow for changes in the built environment through use of remaining allocations, use of newly authorized allocations, and implementation of design standards and guidelines and Code provisions that would ultimately affect the form of new development and redevelopment. The Tourist Core Area Plan implements and is consistent with the provisions of the Regional Plan (such as increased density and height in community centers) intended to incentivize redevelopment, while protecting scenic resources. The Tourist Core Area Plan Development and Design standards are intended to guide development that would reflect the character of the area, protect viewsheds, and substantially improve the appearance of redevelopment projects.

While redevelopment is intended to and often results in improvement in the scenic quality of roadway travel routes, changes in the built environment could have undesirable consequences on scenic quality if they adversely affect views or vistas, damage or remove scenic resources, or result in development that is incompatible with the scenic values of the Region. Potential scenic impacts from development and redevelopment activities in the Tahoe Region are currently mitigated through environmental review and compliance with TRPA regulations.

Height: Pursuant to the Chapter 13 of the TRPA Code of Ordinances, the Tourist Core Area Plan incorporates the height standards permitted in Table 13.5.3-1: Minimum Development Standards for Area Plans (TRPA Code, page 13-3). Table 13.5.3-1 permits up to a maximum of 56’ in areas designated as Town Centers and up 95’ in areas designated as a Regional Center. The Tourist Core Area Plan boundary encompasses lands designated both as a Town Center and as a Regional Center on TRPA’s Conceptual Land Use Map (TRPA 2012d). The 2013 Tourist Core Area Plan adopted the height standards permitted by Chapter 13 and incorporated protective measures discussed in Question 1 and Question 3 to protect scenic resources and the visual character and quality of the Tourist Core. The proposed amendments would permit 9 feet of additional height in the TSC-MU District, located in the Regional Center Overlay, for a new maximum height of 65 feet. Even with the additional 9 feet of allowable building height in the TSC-MU District, the approval requirements and existing scenic quality ordinances referenced above would continue to protect views of the natural-appearing landscapes and unique natural features as viewed from adopted scenic corridors and recreation areas, provide a regulatory mechanism to ensure that allowances for increased height would be approved only in conjunction with limitations and design standards consistent with the Regional Plan, and not interfere with attainment of scenic threshold. Thus this evaluation concludes no impact when implementing the updated height standards.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None**.

**9. Would the Project be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA 18e)**

The SQIP addresses the segment of US Highway 50 and Pioneer Trail that is located within the Tourist Core. Both segments are out of attainment and have been designated as restoration areas by the SQIP. The SQIP promotes restoration of disturbed areas and requires that visual quality ratings be maintained and that non-attainment areas improve. Therefore, development that degrades this rating constitutes a significant impact.

The evaluation presented above for Questions 1 through 7 (CEAQ Checklist 1a through 1d) concludes that while implementation the Tourist Core Area Plan would allow for construction of new development and redevelopment projects and result in increased visibility of man-made features, the change would not rise to a level of significance when the design standards and protective measures of the Area Plan are implemented. Furthermore, the roadway segments located within the Area Plan are designated by TRPA as an Urban Scenic Corridor whichh recognizes that man-made development can be the dominant visual features provided that the development complements the natural environment.

Due to the fact that the two roadway segments are in non-attainment and identified in the SQIP, the planning recommendations for improving the scenic quality in the roadway segments are required as appropriate during project review by the TRPA Code of Ordinances (Section 36.4). Recommendations include improved landscaping of parking lots, screening of utilities, and where appropriate placing overhead utility lines underground.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**10. Would the Project include new or modified sources of exterior lighting? (TRPA 7a)**

See discussion and analysis for Question 4, which concludes the level of impact is less than significant.

Environmental Analysis: *Yes, Less than Significant Impact*.

Required Mitigation: **None**.

**11. Would the Project create new illumination, which is more substantial than other lighting, if any, within the surrounding area? (TRPA 7b)**

See discussions and analyses and for Question 4and Question 8 above, which concludes the level of impact is less than significant.

Environmental Analysis: *Yes, Less than Significant Impact*.

Required Mitigation: **None**.

**12. Would the Project cause light from exterior sources to be cast off-site or onto public lands? (TRPA 7c)**

See discussions and analyses for Question 4 and Question 8, which concludes the level of impact is less than significant.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**13. Would the Project create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA 7d)**

See discussion and analysis for Question 4, which concludes the level of impact is less than significant.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

### 5.4.4 Agriculture and Forestry Resources

This section presents the analyses for potential impacts to agriculture and forestry resources. Some TRPA checklist items concern impacts to vegetation, which are addressed in Section 5.4.6, Biological Resources. Table 7 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 7: Agriculture and Forestry Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 14. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to a non-agricultural use? (CEQA IIa) | | | | **X** |
| 15. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb) | | | | **X** |
| 16. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc) | | | | **X** |
| 17. Result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId) | | | | **X** |
| 18. 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? (CEQA IIe) | | | | **X** |

**14. 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 a non-agricultural use? (CEQA IIa)**

The Tourist Core Area Plan primarily consist of already developed land and is not located in an area identified as 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, and therefore poses no impact to such lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**15. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)**

The Tourist Core Area Plan creates no conflicts with zoning for agricultural use or a Williamson Act contract because no contracts exist within the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**16. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)**

The Tourist Core Area Plan conflicts with no zoning of and causes no rezoning of forest land, timberland or timberland zoned Timberland Production.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**17. Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId)**

The loss of substantial forest land, defined above for Question 16, or conversion of forest land to non-forest use creates a significant if appropriate permits are not obtained.

See discussion and analysis for Question 16 which concludes no impacts to forest land are anticipated with implementation of the Tourist Core Area Plan.

Environmental Analysis: *No Impact*

Required Mitigation: **None**.

**18. 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? (CEQA IIe)**

See discussions and analyses for Questions 15, 16 and 17, which conclude no impacts to farmland and less than significant impacts to forest land after mitigation.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

### 5.4.5 Air Quality

This section presents the analyses for potential impacts to air quality. Table 8 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 8: Air Quality**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 19. Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa) | | | | **X** |
| 20. Violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb) | | | **X** | |
| 21. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors? (CEQA IIIc) | | | **X** | |
| 22. Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIId) | | | **X** | |
| 23. Create objectionable odors affecting a substantial number of people? (CEQA IIIe) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 24. Substantial air pollutant emissions? (TRPA 2a) | | | | **X** |
| 25. Deterioration of ambient (existing) air quality? (TRPA 2b) | | | | **X** |
| 26. Creation of objectionable odors? (TRPA 2c) | | | | **X** |

| | | | | |
|---|---|---|---|---|
| 27. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d) | **X** | | | |
| 28. Increased use of diesel fuel? (TRPA 2e) | **X, LTS** | | | |

**19. Would the Project conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)**

The Tourist Core Area Plan would not alter, revise, conflict or obstruct the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Tourist Core 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.

TRPA's 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy (RTP) includes an analysis of its conformity with the California State Implementation Plan in to ensure that the RTP remains consistent with State and local air quality planning efforts to achieve and/or maintain the NAAQS.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**20. Would the Project violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb)**

The Tourist Core Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Tourist Core 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 the ozone and PM10 California ambient air quality standards (CAAQS). Implementation of subsequent projects under the Tourist Core Area Plan has the potential to produce substantial air pollutant emissions during project construction and operation, as discussed below.

<u>Short-Term Construction Emissions</u>

Subsequent development and redevelopment projects that could occur under the Tourist Core 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

and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil 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 know at this time, implementation of subsequent projects under the Tourist Core 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 Tourist Core 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) to address short-term construction emissions. Furthermore, the Area Plan also incorporated Policy NCR-5.1 to address short-term construction emissions (TCAP 2013, page 7-3), which include incorporating measures to reduce construction-generated 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.

Long-Term Operational Emissions

Subsequent development and redevelopment projects that could occur under the Tourist Core Area Plan could affect regional air quality and could create localized exposure to carbon monoxide (CO) emissions.

Consistent with the Regional Plan and the General Plan, the Area Plan seeks to accommodate the expected growth in in a way that improves traffic flow and mobility of residents and visitors to the Area Plan, and reduces localized traffic congestion and related CO concentrations. Based on the traffic analysis in the Regional Plan (TRPA 2012a, pages 3.4-22 through 3.4-26) and the General Plan (CSLT 2010, pages 4.5-42 through 4.5-43), estimated mobile-source CO emissions associated with the Regional Plan and the General would not conflict with or obstruct regional CO maintenance efforts. Similarly, because the Tourist Core Area Plan expected growth and estimated mobile-source CO emission falls within that estimated for the General Plan and the Regional Plan, , it too 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 RPU EIS, signalized intersections in the

Basin under the Regional Plan, including those within the Tourist Core Area Plan, measured in 2035 would operate at an acceptable LOS (i.e., LOS D or better) (TRPA 2012a, page 3.4-37). According to the traffic analysis prepared for the GP EIR, signalized intersections within the City limits under the General Plan, including those within the Tourist Core measured in 2030 would operate at an acceptable LOS of D or better. One intersection (US Highway 50/Pioneer Trail) was found to have a forecast LOS of E; however, detailed evaluation of the change in traffic activity by hour indicates that LOS E conditions would not exceed 4 hours per day and thus the LOS standard would be achieved (CSLT 2010, page 4.4-31 through 4.4-32).

Because the Tourist Core 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 Tourist Core 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, or expose sensitive receptors to substantial pollutant concentrations.

With respect to other regional criteria air pollutants (ozone precursors, $PM_{10}$, and $PM_{2.5}$), consistent with the Regional Plan, subsequent projects that may occur under the Tourist Core 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 RPU EIS and RTP EIR/EIS and subsequent 2020 IS/IEC, emissions of ozone precursors and CO would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33).

Emissions of $PM_{10}$ and $PM_{2.5}$ were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day and 3 TPY or 14 lb/day, respectively). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. These proposed changes would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period.

Because the Tourist Core Area Plan buildout is required to be consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build-out of the entire Regional Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the Tourist Core Area Plan would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**21. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality**

**standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (CEQA IIIc)**

The Region is in attainment for ozone and non-attainment for and $PM_{10}$, as presented in Table 9. A significant cumulative impact results if the Project causes an increase in $PM_{10}$ and Ozone.

| Table 9: Federal and State Attainment Status for the Lake Tahoe Air Basin | | |
|---|---|---|
| **Pollutant** | **State Status** | **Federal Status** |
| 8-Hour Ozone | Nonattainment | Unclassified/Attainment |
| $PM_{10}$ | Nonattainment | Unclassified |
| $PM_{2.5}$ | Attainment | Unclassified/Attainment |
| CO | Attainment | Unclassified/Attainment |
| Source: EPA 2024; CARB 2024 | | |

In the Lake Tahoe Region, these pollutants relate to automobile use and potential impacts measured with 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.

With respect to ozone precursors and PM10, consistent with the Regional Plan, subsequent projects that may occur under the Tourist Core 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 RPU EIS and RTP EIR/EIS and subsequent 2020 IS/IEC, emissions of ozone precursors in the Basin would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33 and TMPO 2012, page 3.4-331 ).

Emissions of $PM_{10}$ and $PM_{2.5}$ was projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. 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 PM emissions in the Region over the planning period.

Because the Tourist Core Area Plan is required to be consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also be expected to result in a substantial long-term reduction in emissions of ozone precursors. Because the increase in emissions of PM associated with build-out of the entire Tourist Core would be below the project-level increment considered significant by TRPA (82 lb/day), the Tourist Core Area Plan would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**22. Would the Project expose sensitive receptors to substantial pollutant concentrations? (CEQA IIId)**

Typical sensitive receptors include residences, hospitals, and schools. Although no schools or hospitals are located within the Tourist Core Area Plan it is surrounded on the south and the north by residential neighborhoods.

Short-Term Construction Emissions

Subsequent development and redevelopment projects that could occur under the Tourist Core 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 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil 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 know at this time, implementation of subsequent projects under the Tourist Core 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 Tourist Core 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 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) to address short-term construction emissions. Furthermore, the Area Plan also incorporated Policy NCR-5.1to address short-term construction emissions (TCAP 2013, page 7-3), which include incorporating measures to reduce construction-generated 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.

Long-Term Operational Emissions

Subsequent development and redevelopment projects that could occur under the Tourist Core Area Plan could affect regional air quality and could create localized exposure to carbon monoxide (CO) emissions.

Consistent with the Regional Plan and the General Plan, the Area Plan seeks to accommodate the expected growth in a way that improves traffic flow and mobility of residents and visitors to the Tourist Core, 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 Tourist Core Area Plan expected growth and estimated mobile-source CO emissions falls within that estimated for the General Plan and the Regional Plan, it too 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 RPU EIS, signalized intersections in the Basin under the Regional Plan, including those within the Tourist Core Area Plan, measured in 2035 would operate at an acceptable LOS (i.e., LOS D or better) (TRPA 2012a, page 3.4-37). According to the traffic analysis prepared for the GP EIR, signalized intersections within the City limits under the General Plan, including those within the Tourist Core Area Plan, would operate at an acceptable LOS of D or better in 2030. One intersection (US Highway 50/Pioneer Trail) was found to have a forecast LOS of E; however, detailed evaluation of the change in traffic activity by hour indicates that LOS E conditions would not exceed 4 hours per day and thus the LOS standard would be achieved (CSLT 2010, page 4.4-31 through 4.4-32). Because the Tourist Core 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 Tourist Core 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 other regional criteria air pollutants (ozone precursors, PM10, and PM2.5), consistent with the Regional Plan, subsequent projects that may occur under the Tourist Core 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 RPU EIS and the RTP EIR/EIS, emissions of ozone precursors, and CO in the Basin would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33 and TMPO 2012, page 3.4-331).

Emissions of PM10 and PM2.5were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day and 3 TPY or 14 lb/day, respectively). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. 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 PM emissions in the Region over the planning period.

Because the adopted 2013 Tourist Core Area Plan, as proposed in the amendments is required to and will implement and is consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build-out of the entire Tourist Core Area Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the Tourist Core Area Plan is not anticipated to expose sensitive receptors to substantial pollutant concentrations.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**23. Would the Project create objectionable odors affecting a substantial number of people? (CEQA IIIe)**

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. There are no hospitals or schools located within the Tourist Core; however, residences can be found within the boundary of the Area Plan and located in adjacent neighborhoods.

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses occupy the project area. The proposed uses in the Area Plan as listed in Appendix C of the Tourist Core Area Plan, are not characteristic of the types of uses that would result in the development of a major source of objectionable odor..

In the short-term, odor impacts occur from the use of diesel engines and asphalt concrete paving during construction. As stated in the discussion of short-term impacts to sensitive receptors under Question 22 above, these odors are both 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 Tourist Core Area Plan Policy NCR-5. Thus, the implementation of the Tourist Core 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.**

**24. Would the Project result in substantial air pollutant emissions? (TRPA 2a)**

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. The Tourist Core Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that

could occur under the Tourist Core 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 the ozone and PM10 California ambient air quality standards (CAAQS). Because the Tourist Core Area Plan incorporates measures similar to TRPA's Mitigation Measure 3.4-2 to reduce emissions to the extent feasible, subsequent projects under the Tourist Core Area Plan would not result in substantial air pollutant emissions during project construction and operation, as discussed below.

See also analyses for Questions 20 through 22 which concludes a less than significant impact.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None.**

**25. Would the Project result in deterioration of ambient (existing) air quality? (TRPA 2b)**

See analyses for Questions 20 and 21 which concludes a less than significant impact and Questions 24, which concludes no impact to ambient air quality.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**26. Would the Project result in creation of objectionable odors? (TRPA 2c)**

See discussion and analysis for Question 23, which addresses the creation of objectionable odors and concludes a less than significant odor impact to short-term and long-term effects to sensitive receptors.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**27. Would the Project result in alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)**

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 review of the adopted 2012 RPU and 2013 Tourist Core Area Plan buildout assumptions for increased development, redevelopment, and construction activity that would result in an increase in 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 Tourist Core Area Plan Amendments would increase available residential densities and maximum building heights in the TSC-MU District to encourage residential redevelopment but would not result in any changes to the existing TRPA growth management system that caps total development under the RPU.

Implementation of the Tourist Core Area Plan Amendments would result in some level of development and population growth anticipated during the plan horizon and would contribute some level of greenhouse gas emissions (GHG) 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 Tourist Core 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 Tourist Core 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 Tourist Core 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 the Tourist Core Area Plan will implement and 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 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 (TCAP 2013, page 7-3), 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 form the General Plan are also anticipated to reduce GHG emission. 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 Tourist Core Area Plan buildout.

The Tourist Core Area Plan Amendments 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 an economic factors overrode those impact, no further analysis is required for the Tourist Core Area Plan since its impacts are consistent with those identified in the RPU EIS.*

Required Mitigation: **No Further Mitigation is Required.**

**28. Would the Project result in increased use of diesel fuel? (TRPA 2e)**

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 Tourist Core 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 Tourist Core 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 Tourist Core Area Plan during construction activities resulting from implementation of the Tourist Core Area may result in exposure of sensitive receptors to TACs.

As part of mitigation from the RPU EIS, TRPA commited to implementing *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 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 (TCAP 2013, page 7-3), 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 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.

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 Tourist Core Area Plan, subsequent

projects under the Tourist Core 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 Tourist Core Area Plan, the Tourist Core 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 Tourist Core Area Plan, the City General Plan, as well as 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 Impact*.

Required Mitigation: **None.**

### 5.4.6 Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation)

This section presents the analyses for potential impacts to biological resources, including impacts to SEZs, wetlands, wildlife and vegetation. Table 10 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 10: Biological Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 29. 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 Game or U.S. Fish and Wildlife Service? (CEQA IVa) | | | **X** | |
| 30. 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 Game or US Fish and Wildlife Service? (CEQA IVb) | | | **X** | |
| 31. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc) | | | **X** | |
| 32. 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? (CEQA IVd) | | | **X** | |
| 33. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe) | | | **X** | |
| 34. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf) | | | | **X** |

| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
|---|---|---|---|---|
| 35. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a) | | | | **X** |
| 36. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b) | | | | **X** |
| 37. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c) | | | | **X** |
| 38. 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)? (TRPA 4d) | | | | **X** |
| 39. Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e) | | | | **X** |
| 40. Removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f) | | | | **X** |
| 41. 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? (TRPA 4g) | | | | **X** |
| 42. A change in the natural functioning of an old growth ecosystem? (TRPA 4h) | | | | **X** |
| 43. 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)? (TRPA 5a) | | | | **X** |
| 44. Reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b) | | | | **X** |
| 45. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c) | | | | **X** |
| 46. Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d) | | | | **X** |

**29. 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 Game or U.S. Fish and Wildlife Service? (CEQA IVa)**

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR. .

The Tourist Core Area Plan Amendments would not alter or revise any regulations that adversely affect 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 Game or U.S. Fish and Wildlife Service. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect unique, rare, or endangered species depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. (Section 62.4 of the TRPA Code). At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, development and implementation of project-specific measures to minimize or avoid impacts through the design process, and compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**30. 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 Game or US Fish and Wildlife Service? (CEQA IVb)**

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR..

The Tourist Core Area Plan Amendents would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality or pertaining to resource protection measures for Stream Environmental Zones (SEZ) which encompasses riparian habitat. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect riparian habitat or other sensitive natural community depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of riparian areas. Section 61.3.3 of the TRPA Code includes provision for protecting SEZ vegetation, other common vegetation, uncommon vegetation, and sensitive plants species. Chapters 62 and 63 of the TRPA Code include provisions to protect and enhance fisheries and wildlife habitats. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the deterioration of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service

Moreover, previous restorations efforts within the boundaries of the Tourist Core Area Plan have restored 4.7 acres of SEZ. Proposed policies are incorporated in the Tourist Core Area Plan to promote the restoration of disturbed SEZs and the zoning map identified priority areas for coverage reduction and restoration.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**31. Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc)**

The Stream Environment Zones located within the Tourist Core Area Plan do not meet the qualifications of federally protected wetlands. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core would be required to be in compliance with all provisions of the Resource Management and Protection regulations found in Chapters 60, 61 and 62 of the TRPA Code

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**32. 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? (CEQA IVd)**

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the migration or movement of animals. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 of the TRPA Code.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**33. Would the Project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe)**

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR..

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the protection of biological resources such as tree preservation policy. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could result in removal of trees and vegetation depending on the type, timing, and specific nature of proposed actions. However,

any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 of the TRPA Code.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**34. 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? (CEQA IVf)**

The Project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist for the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**35. Would the Project result in removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of any project permitted by the Tourist Core Area Plan would be required to comply 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. Additionally, the Citywide design standards and the proposed landscaping standards of the Tourist Core Area Plan requires the use of lawn and landscaping species listed in the TRPA-recommended and approved Native and Adapted Plants for the Tahoe Basin, with the exception of accent plantings.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**36. Would the Project result in removal of riparian vegetation other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to vegetation removal and groundwater management. Water supply within the Tourist Core Area Plan is primarily obtained from groundwater sources. Consistent with existing conditions, any project permitted through the Tourist Core Area would be required to meet TRPA requirements for water supply. 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 Tourist Core Area Plan would not directly or indirectly lower the groundwater table.

Further, consistent with existing conditions, vegetation removal associated with projects that could occur under the Tourist Core Area Plan with subsequent approval would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, riparian vegetation and wildlife habitat are protected by Sections 61.1.6 (Management Standards for Tree Removal), 61.3.3 (Protection of Stream Environment Zones), and 63.3 (Fish Habitat Protection), and Chapter 62 (Wildlife Resources) of the TRPA Code. For these reasons, development associated with the Tourist Core Area Plan is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**37. Would the Project 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? (TRPA 4c)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to new vegetation. Consistent with existing conditions, implementation of new development or redevelopment projects associated with the Tourist Core Area Plan would be required to comply with the TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Tahoe Region. Generally, native species require less fertilizer and water than non-native species. In addition, the existing landscaping design standards of the Citywide designs standards require vegetation maintenance plans to provide the appropriate amount of water to support the long-term growth of landscape, using efficient watering methods which are proposed for incorporation in the Tourist Core Area Plan. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Projects associated with implementation of the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting, and at that time they would be required to demonstrate that any proposed new vegetation would not require excessive fertilizer or water, or provide a barrier to the normal replenishment of existing species.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**38. Would the Project 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)? (TRPA 4d)**

See discussion and analyses in Questions 35 through 37, and 39 through 42.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**39. Would the Project result in reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. The natural resource protection provisions of Chapters 61 and 62 of the TRPA Code are still applicable to the Tourist Core Area Plan. Consistent with existing conditions, construction activities associated with implementation of the Tourist Core Area Plan could affect special-status plant species and the presence of suitable habitat, depending on the type, timing, and specific nature of any proposed actions. All projects associated with the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting. At a project-level, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of plants.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**40. Would the Project result in removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)**

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to removal of streambank and backshore vegetation. See discussion and analysis for Question 36 above.

Environmental Analysis: *No Impact*.

Required Mitigation: **None.**

**41. Would the Project 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? (TRPA 4g)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to tree removal. Forested areas within the Tourist Core Area Plan are within the area of the Tahoe Region that is defined as an "westside forest type"(Chapter 90 of the TRPA Code). Section 61.1.4 of the TRPA Code, which includes TRPA's old growth enhancement and protection provisions, prohibits cutting any live dead, or dying tree larger than 30 inches diameter at breast height (dbh) in westside forest types on conservation and recreation lands or within SEZ areas, except under certain defined conditions. There are no lands within the Tourist Core Are Plan that has been classified by TRPA as either conservation or recreation. Tree removal in SEZ areas associated with any project within the Tourist Core Area Plan would also be subject to these limitations. Any projects allowed within the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting by TRPA and/or the City. Consistent with existing conditions, permit applicants would be required to demonstrate that tree removal would be conducted in accordance with Chapter 61 of the TRPA Code, including those provisions related to the removal of trees 30 inches dbh or greater set forth to protect the natural function of old growth ecosystems on recreation and SEZ lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**42. Would the Project result in a change in the natural functioning of an old growth ecosystem? (TRPA 4h)**

See discussion and analysis for Question 41 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**43. Would the Project 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)? (TRPA 5a)**

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.

The Tourist Core Area Plan Amendments would not alter the regulations pertaining to the protection of animal species. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code are still applicable to the Tourist Core Area Plan. Any subsequent projects allowed within the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would occur consistent 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. For these reasons, adoption of the Tourist Core Area Plan would not result in the change in the diversity or distribution of species, or numbers of any species or animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**44. Would the Project result in reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to special-status or listed species of animals. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect unique, rare, or endangered species depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. The protections for rare and special-status species contained in Sections 61.3.6 and 62.4 of the TRPA Code are still applicable to the Tourist Core Area Plan. At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**45. Would the Project result in introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the introduction of new species and barriers to the migration or movement of animals. The types of uses that would be permitted in the Tourist Core Area Plan are not of the nature that would be expected to introduce any new animal species into the area. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to maintenance of migration routes and movement of animals. The protections for movement and migration corridors contained in Section 62.3.2 of the TRPA Code are applicable to the Tourist Core Area Plan. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in a barrier to the migration or movement of animals.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**

**46. Would the Project result in deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)**

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect fish and wildlife depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife contained in Chapters 62 and 63 of the TRPA Code. . Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the deterioration of existing fish or wildlife habitat quantity. Moreover, the Tourist Core Area Plan specifically identifies priority areas for SEZ restoration that would directly benefit water quality, scenic, recreation and habitat quantity and quality.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**

### 5.4.7 Cultural Resources (CEQA) and Archaeological/Historical (TRPA)

This section presents the analyses for potential impacts to cultural, archaeological and historical resources, discussing the Project impacts on cultural resources related to the disturbance of archaeological, historical, architectural, and Native American/traditional heritage resources. The section also addresses disturbance of unknown archaeological resources, as well as paleontological resources (fossils). Table 11 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 11: Cultural Resources and Archaeological/Historical**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 47. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a) | | | | **X** |
| 48. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b) | | | | **X** |
| 49. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c) | | | | **X** |
| 50. Disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d) | | | | **X** |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 51. 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? (TRPA 20a) | | | | **X** |
| 52. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA | **X, LTS** | | | |

| | | | | |
|---|---|---|---|---|
| or other regulatory official maps or records? (TRPA 20b) | | | | |
| 53. Is the property associated with any historically significant events and/or sites or persons? (TRPA 20c) | **X, LTS** | | | |
| 54. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d) | | | | **X** |
| 55. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e) | | | | **X** |

**47. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a)**

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR.

Portions of the area plan boundary have been subject to archaeological survey during the preparation of the Stateline/Ski Run Community Plan, South Shore Redevelopment Plan EIR/EIS, and during review of development projects. The archival review of the State Office of Historic Preservation's California Historical Resources database and field surveys resulted in no evidence of intact, potentially significant prehistoric, archaeological or Washoe cultural sites as defined in §15064.5 within the Tourist Core Area Plan. However, several historic sites of local interest are known to occur in the planning area based on previous studies and information obtained. The Lapham Hotel (later Lakeside House or Lakeside Park) was situated at the present day intersection of Pioneer Trail and US Highway 50 (Koval, 1990). Modern development in the area has in all likelihood destroyed any archaeological evidence that might have remained. The McCombers Station was situated near the intersection of Pioneer Trail and Ski Run Boulevard; however, subsequent surveys during project review for the City of South Lake Tahoe Fire Station #1 and the Aspens at South Lake Affordable Housing project did not turn up any intact archaeological evidence of the site.

The Tourist Core Area Plan Amendments would accommodate development, which could occur on properties that may include historical or archaeological resources; 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 from California's history and cultural heritage. Additionally, development permitted within the Tourist Core Area Plan 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, the TRPA Code (Chapter 67) and General Plan Policies (CSLT 2010, pages NCR-6 trough NCR-7) address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources. Because any development associated with the Tourist Core Area Plan would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, it would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**

**48. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b)**

See discussion and analysis for Question 47 above.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**

**49. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c)**

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR.

A search of the University of California Museum of Paleontology collections database identified 22 paleontological resource finds in El Dorado County. However, none were identified in the City of South Lake Tahoe (CSLT 2010, page 4.10-8). However, it is possible that significant paleontological resources may be located in the City. To ensure the protection of paleontological resources that may be discovered during site disturbance and subsequent foundation construction, the City adopted General Plan Policy NCR-4.4 requires a paleontological resource evaluation be prepared and measures to mitigate impacts to paleontological resources be identified when fossils are discovered during ground-disturbing activities (CSLT 2011b, page NCR-7).

In addition, federal and state regulations, and TRPA Code (Chapter 67) address protection of paleontological resources and provide processes to avoid or minimize impacts to identified and discovered resources. Because any development associated with the Tourist Core Area Plan would be required to comply with these requirements during project specific review and construction activity, it would not alter or adversely affect paleontological resources.

Environmental Analysis: *No impact.*

Required Mitigation: **None**.

**50. Would the Project disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d)**

The City has adopted General Plan Policy NCR-4.5 that requires the city to condition projects and other ground disturbance activities to notify the City if human remains are discovered and halt work. The County Coroner will be notified according to Section 5097.98 of the State Public Resource Code and Section 7050.5 of California's Health and Safety Code. 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. Because any development associated with the Tourist Core Area Plan would be required to comply with these requirements during ground-disturbance activities, it would not alter or adversely affect or result in the loss of these resources and their associated ethnic and cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**51. Will the Project result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)**

See discussion and analysis for Question 47 above.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**

**52. Is the 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? (TRPA 20b)**

See discussion in Question 47 above that identified two mapped resources on TRPA's official maps. However the analysis concludes that modern development in the area has in all likelihood destroyed any archaeological evidence that might have remained. Because any development associated with the Tourist Core Area Plan would be required to comply with TRPA regulations (Chapter 67) that prohibits grading, operation of equipment, or other soil disturbance in areas where a designated historic resource is present, except in accordance with a TRPA-approved resource protection plan, it would not alter or adversely affect cultural, historical, and/or archaeological resources identified on TRPA's or other regulatory official maps.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None**

**53. Is the Project associated with any historically significant events and/or sites or persons? (TRPA 20c)**

See discussions and analyses discussions for Questions 47 through 52 above.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None**

**54. Does the Project have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)**

See discussions and analyses for Question 47 and 52 above. Implementation of, federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or minimize impacts to these resources. Therefore any development associated with the Tourist Core Area Plan would not result in a physical change which would affect unique ethnic cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**55. Will the Project restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)**

See discussion and analysis for Question 47 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

### 5.4.8 Geology and Soils (CEQA) and Land (TRPA)

This section presents the analyses for potential impacts to geology, soils and land. Table 12 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 12: Geology and Soils and Land**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 56. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:<br>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?<br>ii) Strong seismic ground shaking?<br>iii) Seismic-related ground failure, including liquefaction?<br>iv) Landslides? (CEQA VIa) | | | **X** | |
| 57. Result in substantial soil erosion or the loss of topsoil? (CEQA VIb) | | | **X** | |
| 58. 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? (CEQA VIc) | | | **X** | |

| | | | | |
|---|---|---|---|---|
| 59. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VId) | | | X | |
| 60. 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? (CEQA VIe) | | | | X |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 61. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a) | | | | X |
| 62. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b) | | | | X |
| 63. Unstable soil conditions during or after completion of the proposal? (TRPA 1c) | | | | X |
| 64. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d) | | | | X |
| 65. The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e) | | | | X |
| 66. 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? (TRPA 1f) | | | | X |
| 67. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, | | | | X |

| | | | | |
|---|---|---|---|---|
| avalanches, mud slides, ground failure, or similar hazards? (TRPA 1g) | | | | |

**56. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**56.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? (CEQA VIa)**.

This potential effect is the same as those analyzed in the City General Plan EIR and therefore this analysis tiers from the GP EIR.

The intention of the Alquist-Priolo Earthquake Fault Zoning Act (PRC Section 2621-2630) is to reduce the risk to life and property from surface fault rupture during earthquakes by regulating construction in active fault corridors and prohibiting the location of most types of structures intended for human occupancy across the traces of active faults. The act defines criteria for identifying active faults, giving legal support to terms such as active and inactive and establishes a process for reviewing building proposals in Earthquake Fault Zones. As defined by the Alquist-Priolo Earthquake Fault Zoning Act (1972), an active fault is one that has had surface displacement within Holocene time or the last 11,000 years.

The project area is located within the Sierra Nevada-Great Basin seismic belt. Based on the Division of Mines and Geology Special Publication 42 and the Index to Official Maps of Earthquake Fault Zones (Hart and Bryant 1997), the project area is not located in the Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone is the Genoa fault located southeast of the City and outside the Tahoe Basin.

There are four known faults that run through the City. One of these is located in the Tourist Core Area Plan in the general vicinity of Ski Run Boulevard. These are approximately located fault traces, some associated with the Tahoe Valley Fault Zone, and are not known to be active. The relatively minor and inactive faults have shown no history of fault ruptures and do not meet the criteria for building restrictions under the Alquist-Priolo Earthquake Fault Zone Act. The risk of fault rapture is considered relatively low (CSLT 2010, pages 4.8-13 and 4.8-28).

According to the California Building Code (CBC), the Tourist Core Area Plan is located in Seismic Zone D, a region of relatively high seismicity, and has the potential to experience strong ground shaking from earthquakes. As such, all structures in the Tourist Core Area Plan must be designed to meet the regulations and standards associated with Zone D hazards as set forth in the CBC. Compliance with these existing regulations would ensure that all new or redeveloped structures in the Tourist Core Area Plan would be capable of withstanding anticipated ground shaking in the Region and would not create significant public safety risks or property damage in the event of an earthquake.

The City Code adopted the CBC in Chapter 8 and therefore all structures associated with development in the Tourist Core Area Plan would be designed and constructed in accordance design requirements of the Seismic Zone D which would minimize risks associated with seismic ground shaking and seismic related ground failure. Therefore the risk of fault rupture and ground shaking is a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**56.ii) Strong seismic ground shaking?**

See discussion and analysis for Question 56.i above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**56.iii) Seismic-related ground failure, including liquefaction?**

The potential for seismic-related ground shaking in the Region could also contribute to public safety risks and property damage associated with ground failure including liquefaction, lateral spreading, collapse, and settlement. In addition, portions of the Tourist Core Area Plan have relatively high ground water levels that can contribute to the potential for ground failure, particularly during excavation and construction of below-grade structures (CSLT 2010, page 4.8-29). Hazards associated with seismic-related ground failure are also regulated by the CBC standards which are adopted in Chapter 8 City Code to ensure that structures area properly designed and constructed to withstand anticipated ground failure. Therefore, the risk of injury or property damage from strong ground shaking or resulting ground failure would not be substantially increased from implementing the Tourist Core Area Plan and therefore a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**56.iv) Landslides?**

The varied topography within the Lake Tahoe Basin makes many areas susceptible to landslide hazards. The main hazards are associated with alpine granitic terrains in the Basin are rock falls on steep slopes of massive granite and erosion of decomposed granite on both gentle and steep slopes. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan may expose people or structures landslides depending on its location. However, the Land Use Element. Natural Hazards Subelement, Goal 1, Policy 1 of the TRPA Regional Plan restricts construction, reconstruction, or replacement of structures in identified avalanche or mass instability hazard areas unless. Therefore the risk of exposing people or structures to potential landslides in the Tourist Core Area Plan is unlikely and is less than a significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**57. Would the Project result in substantial soil erosion or the loss of topsoil? (CEQA VIb)**

See discussions and analyses for Questions 62, 63 and 64 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**58. 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? (CEQA VIc)**

See discussions and analyses for Questions 56i through iv above and Question 59 below.

Environmental Analysis*: Less than Significant Impact*.

Required Mitigation: **None**.

**59. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VId)**

According to the Swelling Clays Map of The Coterminous United State, the Tahoe Basin falls within an area that is underlain with little to no clays with swelling potential (USGS 1989). However, soil units mapped within the Basin contain soils with low to high shrink/well potential (NRCS 2007).

Development and infrastructure projects associated with the Tourist Core Area Plan may be constructed on areas of unstable or expansive soils or geologic units, thereby increasing the risk to people and structures. Through adherence to existing regulation, projects implemented the Tourist Core Area Plan would be required to undergo site-specific environmental review and, as appropriate, geotechnical analysis (TRPA Code Section 33.4 and City Code Section 36-33) to determine the design, grading, and construction practices required to avoid or reduce geologic hazards including those associated with unstable, expansive soils and slope failure. Adherence to existing regulations would ensure impacts would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None**.

**60. 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? (CEQA VIe)**

Standard of Significance: Development of septic systems or alternative wastewater disposal systems in areas of soils that are inadequate to support such a use results in a significant impact.

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 are prohibited in the Lake Tahoe Basin.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

**61. Would the Project result in compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to land capability and IPES. The Tourist Core Area Plan would include the land coverage limitations of the adopted Regional Plan (Chapter 30 of the TRPA Code). These include allowing up to 70 percent within Town Centers and the Regional Center (TSC-C, TSC-MU, TSC-MUC, TSC-NMX) on high capability lands (land capability districts [LCDs] 4 through 7). For parcels located within the TSC-G district and within 300 feet of the high water line of Lake Tahoe the maximum coverage allowed is 50 percent on high capability lands. The potential effects of these changes were analyzed in the RPU EIS (TRPA 2012, page 3.7-40) and were found to be less than significant.

> *"The additional coverage allowed in higher capability lands within Town Centers, the Regional Center, and the High Density Tourist District would be directly offset by coverage transferred from sensitive land or more than offset on an acre-by-acre basis by transfers from higher capability land, resulting in an overall reduction in coverage for the Region and, importantly, reduction in coverage from SEZs…"*

Additionally, the Tourist Core Area Plan does not propose an alternative comprehensive coverage management system as defined in Section 13.5.3B of the TRPA Code. However, proposed policy language (NRC-4.2) in the Natural and Cultural Resources Element directs the City to consider opportunities for coverage reduction in all public and private redevelopment projects within community centers.

Any subsequent projects proposed within the Tourist Core Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that proposed compaction and coverage would be within the limits allowed in Chapters 30 and 53 of the TRPA Code.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**62. Will the Project result in a change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to grading. Consistent with existing requirements, grading and construction activities associated with projects that could occur under the Tourist Core Area Plan with subsequent approval would be required to comply with the provisions of Chapter 33, "Grading and Construction," of the TRPA Code and Chapter 36 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 36-58 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.

Any subsequent projects allowed within the Tourist Core Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that any proposed grading would occur consistent with TRPA Code and City Code provisions

that are protective of topography and ground surface relief features and are intended to retain natural conditions.

Environmental Analysis: *No Impact*.

Required mitigation: **None.**

**63. Will the Project result in unstable soil conditions during or after completion of the proposal? (TRPA 1c)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to BMPs for soil erosion. Consistent with existing requirements, soil disturbance associated with projects that could occur under the Tourist Core Area Plan with subsequent approval would be required to comply with Chapters 33 and 60 through 68 of the TRPA Code and Chapter 36 of the City Code. See discussion under Question 62 above.

Any subsequent projects allowed within the Tourist Core Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that any proposed soil disturbance would occur consistent with TRPA and City Code provisions related to BMPs.

Environmental Analysis: *No Impact*.

Required mitigation: **None.**

**64. Will the Project result in changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to grading, excavation, and new disturbance. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan with subsequent approval could result in new soil disturbance, changes to native geologic substructures, and grading in excess of 5 feet. However, all projects would be required to comply with the provisions of Chapter 30 of the TRPA Code and Chapter 36 of the City Code regarding permanent disturbance and Section 33.3.6 of the TRPA Code regarding excavation depths that protect subsurface groundwater.

Environmental Analysis: *No Impact.*

Required mitigation: **None**.

**65. Will the Project result in the continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)**

See discussion and analysis for Question 62 above.

Environmental Analysis: *No Impact.*

Required mitigation: **None**.

**66. Will the Project 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? (TRPA 1f)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the deposition of beach sand, or changes in siltation, deposition, or erosion, including natural littoral processes. Only the TSC-G zoning district abuts Lake Tahoe; all others are upland of the Lake. Bijou Creek runs through a portion of the Tourist Core Area Plan. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 85 of the TRPA Code. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan with subsequent approval that would alter structures in Lake Tahoe, river or a stream would be subject to the resource management and protection and Shorezone provisions in Chapters 60 through 85 of the TRPA Code.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

**67. Will the Project result in exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards? (TRPA 1g)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to geologic hazards. Chapter 35, Natural Hazard Standards, of the TRPA Code includes provisions addressing avalanche, floodplains, and wildfire and Chapter 8 of the City Code which addresses CBC and IBC building standards, which includes protections for persons and property from seismic and geologic hazards. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing regulations specific to the backshore environment as described in Chapter 85 of the TRPA Code. In addition, consistent with existing conditions, any subsequent project allowed within the Tourist Core Area Plan would be subject to project-level permitting and environmental review by the City and/or TRPA. Such projects would be required to meet all applicable building codes and standards and would be required to undergo site-specific geotechnical analysis as specified by Section 33.4 of the TRPA Code and Section 36-33 of the City Code. Therefore, the Tourist Core Area Plan would not expose people or property to geologic hazards.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

### 5.4.9 Greenhouse Gas Emissions

This section presents the analyses for potential impacts to greenhouse gas (GHG) emissions. Table 13 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 13: Greenhouse Gas Emissions**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 68. Greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIa) | | | X | |
| 69. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIb) | | | X | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| Same as Question 27: Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d) | X | | | |

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 earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth a low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency 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 atmosphere. The phenomenon, knows as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of GHGs in excess of natural ambient concentrations are believed 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 (IPCC 2014:3, 5).

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 pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more 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 is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO2 emissions remains stored in the atmosphere (IPCC 2013:467). The quantity of GHGs that ultimately result in climate change is not precisely known; but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

GHG emissions are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (CARB 2017a).

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2017a). Emissions of CO2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO2 through sequestration and dissolution (CO2 dissolving into the water), respectively, two of the most common processes for removing CO2 from the atmosphere.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32, was signed into law. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that (a) the statewide greenhouse gas emissions limit remain in effect unless otherwise amended or repealed, (b) the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020, and (c) [CARB] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020 [California Health and Safety Code, Division 25.5, Part 3, Section 38551]. For the purposes of AB 32 and other legislation in California, GHGs are expressed in carbon-dioxide-equivalent (CO2e). CO2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Executive Order B-30-15

On April 20, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim

step in the State's continuing efforts to pursue the long-term target expressed under Executive Order S-3-05 to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, SB 32 and AB 197 were signed into law, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Climate Change Scoping Plan and Updates

In December 2008, CARB adopted its first version of its Climate Change Scoping Plan, which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, CARB released and subsequently adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014). After releasing multiple versions of proposed updates in 2017, CARB adopted the next version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) in December of that same year (CARB 2017b). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017b:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017b). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017b:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions because of a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change. The latest 2022 Scoping Plan Update aims to assess progress towards achieving the Senate Bill 32 2030 target and lay out a path to achieve carbon neutrality by no later than 2045.

Senate Bill X1-2, the California Renewable Energy Resources Act of 2011 and Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014–2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into

law, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

El Dorado County Air Quality Management District

The El Dorado County Air Quality Management District (EDCAQMD) has not adopted specific thresholds of significance for analyzing GHG emissions under CEQA. At present, the Sacramento Metropolitan Air Quality Management District (SMAQMD) along with a committee of EDCAQMD and other regional air districts (i.e., Placer County Air Pollution Control District [PCAPCD], Feather River Air Quality Management District, and Yolo-Solano Air Quality Management District) use guidance from the California Air Pollution Control Officers Association to develop draft threshold concepts for evaluating project-level GHG emissions. The goal of the thresholds is to capture at least 90 percent of GHG emissions from new stationary sources and land development projects. The nearby PCAPCD has developed thresholds of significance for analyzing climate change impacts in consideration of this strategy. PCACPD has adopted a 10,000 and 1,100 metric tons of carbon dioxide equivalent (MTCO2e) bright-line thresholds of significance for analyzing construction and operational emissions, respectively. In lieu of adopted thresholds of significance developed by EDCAQMD and Tahoe Regional Planning Agency (TRPA), these thresholds of significance are applied to future projects within the Tourist Core Area Plan.

City of South Lake Tahoe Climate Action Plan

In 2017, the City passed Resolution 2017-26, Establishing Renewable Energy and Carbon Emissions Reduction Goals. These goals include achieving 50 percent of municipal energy sources from renewable energy by 2025, 100 percent of municipal energy sources from renewable energy by 2032, and 100 percent of community energy sources from renewable electricity by 2032. The resolution additionally outlines the emissions reduction targets of a 50 percent reduction in community-wide emissions by 2030 and an 80 percent reduction in community-wide emissions by 2040. After establishing these reduction targets, the City completed a community-wide GHG emissions inventory to identify the emissions-generating sources in the community. This inventory was used as the foundation for developing the City's first Climate Action Plan, and City Council adopted it on October 20, 2020. It serves as a long-term plan to reduce GHG emissions from community activities and prepare for the impacts of climate change.

**68. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIa)**

This potential effect is the same as those analyzed in the City General Plan Update EIR. Implementation of the Tourist Core Area Plan Amendments would result in some level of development and population growth anticipated during the plan horizon. Although many of the sustainability- and conservation-oriented land use and transportation policies of the State of California, TRPA Regional Plan and City General Plan would reduce VMT, increase opportunities for transit and non-motor vehicle travel, and allow or encourage redevelopment that would improve energy efficiency, the combined influence of development and population growth occurring during the planning horizon of the City General Plan and the TRPA Regional Plan would result in an increase in overall greenhouse gas (GHG) emissions that would make a cumulative contribution to global climate change.

Increases of GHG emissions attributable to the General Plan and the Tourist Core Area Plan would consist primarily of CO2. To a lesser extent, emissions of CH4 and N2O would also contribute to overall increases in GHG emissions. Mobile-source emissions account for a majority of the increase in GHG emissions, representing roughly 85 percent of the total GHG emissions increase. To a lesser extent, electricity and natural gas consumption and use of wood-burning hearth devices also contribute to increased GHG emissions, accounting for a majority of the remaining GHG emissions. While substantial increases in total

GHG emissions are anticipated from buildout, the General Plan would have substantially reduced GHG emissions per new service population (i.e., total number of new residents and employees in the Planning Area) as compared to development under the existing General Plan and 1987 TRPA Regional Plan (13.54 versus 23.57 MTCO2e per year) (CSLT 2010, pages 4.85-47 through 4.5-56).

Under CEQA, an increase in greenhouse gas emissions would be considered significant if the project would obstruct implementation of any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. This standard of significance approach for analysis of climate change impacts is generally supported by the California Air Resources Control Board (Preliminary Draft Staff Proposal - Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 2008). As previously discussed, AB 32 requires total statewide GHG emissions to be reduced to 1990 emissions level by year 2020, which represents an approximate 15 percent reduction, in comparison to baseline GHG emissions and includes provisions for maintaining the GHG emissions limits following 2020 to continue reductions in GHGs.

Given that TRPA's transCAD region-wide traffic model is designed to provide VMT data for the entire Tahoe Basin and cannot provide accurate vehicle miles travel (VMT) data for the City of South Lake Tahoe and its Planning Area, the mobile emission analysis used for the adopted 2013 Area Plan was based on a comparison of year 2030 conditions under the 1999 General Plan and 1987 TRPA Regional Plan to the proposed General Plan Update and proposed TRPA Regional Plan Update. Given these same limitations, a baseline GHG emissions inventory specific to the Tourist Core could not be quantified. As a result, the analysis prepared for the 2013 Area Plan was based on quantifiable reductions in GHG emissions associated with General Plan policies and actions, taking into consideration anticipated percentage contributions by source category, as well as, estimated net increases in GHG emissions resulting from implementation of the General Plan. The Area Planwould also be considered to have a significant impact if proposed policies and actions would be inconsistent with GHG reduction measures recommended by the California Attorney General.

In addition, the Area Plan would be considered to have a significant impact from global climate change if it would result in the exposure of residents to hazards associated with climate change.

The General Plan Update contains numerous policies that include specific, enforceable requirements and/or restrictions and corresponding performance standards that would apply in the Tourist Core Area Plan and would reduce VMT and air quality emissions, including construction-related and operational-related GHG emissions. These policies include actions that would promote the use of alternative fuels, alternative means of transportation, energy conservation, integrating land use and transportation strategies to reduce travel demand, and promoting sustainable development (CSLT 2010, pages 4.5-49 through.4.5-55).

The following mitigation measure from the GP EIR are also adopted as policies in the General Plan to reduce GHG emission:

- Support local, TRPA, and statewide efforts to reduce emission of greenhouse gases linked to climate change.
- Develop a citywide greenhouse gas emission inventory and establish regular time frames for updating the inventory.
- Establish a greenhouse gas emission reduction target consistent with AB 32 and SB 375 reduction efforts.

- Analyze and mitigate significant increases in carbon emissions during project review pursuant to the California Environmental Quality Act.

In addition to the measures described above, the 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 (TCAP 2013, page 7-3), 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.

In May 2008, the California Office of the Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming, which include the measures adopted in the General Plan Update. In addition, these measures are consistent with the adopted Climate Change Scoping Plan associated with emission reduction measures for energy efficiency, regional transportation-related greenhouse gas targets, and green building strategy (CARB, 2008). It is also important to note that the City has adopted a Sustainability Plan, which includes many of the same measures adopted in the General Plan Update. The City's General Plan Update policies and the City's Sustainability Plan are consistent with efforts by the State of California. Reductions in VMT attributable to the Area Plan policies and action items would account for a reduction in mobile-source GHG emissions. Additional reductions would also occur associated with implementation of proposed policies that would decrease emissions from area sources, such as measures that would promote green building, energy conservation, and sustainable development.

Moreover, the Tourist Core Area Plan Amendments would increase the density to 65 units per acre (with a minimum density of 12 units per acre) for multi-family housing to further incentivize residential development within town centers and multi-family zones, closer to employment and service centers, with better connections to transit, sidewalks, and bicycle trails. On average, there is 11 percent less VMT per capita in these town center and multi-family areas; thus, reducing VMTs and the associated GHG emissions compared to less dense residential development farther from town centers.

Reductions in VMT attributable to the proposed policies and action items would account for an approximate 2 percent reduction in mobile-source GHG emissions. Additional reductions would also occur associated with implementation of proposed policies that would decrease emissions from area sources, such as measures that would promote green building, energy conservation, and sustainable development. The proposed policies are consistent with measures currently proposed by the California Office of the Attorney General as well as efforts by the state under the AB 32 Scoping Plan to reduce GHG emissions.

With implementation of proposed General Plan policies and actions, region-wide VMT would be reduced by approximately 54,500 miles per day. Additional reductions in GHG emissions would result from compliance with RPS electricity standards, the prohibited use of wood-burning fireplaces, and continued implementation of Pavley regulation requirements and low-carbon fuel standards. As depicted in Table 4.5-

11 of the GP EIR (CSLT 2010, page 4,5-48), the combined total net increase in GHG emissions, with mitigation, would be approximately 103,714.25 MTCO2e per year. Based on the modeling conducted for the proposed General Plan Update, implementation of the General Plan policies as well as state programs (e.g., Pavley regulations under AB 1493 for fuel standards) would result in reduced GHG emissions of approximately 33 percent. Reductions in project-generated GHG emissions associated with individual development projects would vary, depending on various factors, such as the type of project proposed, site design and location, and proximity to local pedestrian, bicycle, and transit services.

Implementation of relevant policies from the General Plan, the City's Sustainability Plan (which calls for development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 are anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with TRPA GHG reduction efforts and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts would ensure that City GHG emissions are mitigated. Thus, this impact is considered less than significant (CSLT 2011a, page 4.0-4 through 4.0-5) under CEQA significance criteria. Because the Tourist Core Area Plan is consistent with and implements the General Plan and is consistent with the GP EIR, development and population growth anticipated during the Tourist Core Area Plan horizon is not expected to make a considerable contribution to global climate change.

Environmental Analysis*: Less than Significant Impact.*

Required Mitigation: **None.**

**69. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIb)**

The Tourist Core Are Plan is consistent with applicable plan, policies and regulations adopted in the TRPA Regional Plan, Sustainable Communities Strategy, and the City General Plan to reduce emissions of greenhouse gases. As discussed in Question 68 above, the City and/or TRPA would continue to implement existing practices described in Mitigation Measure 3.5-1 of the RPU EIS, General Plan Policy NCR-5.10, and Tourist Core Area Plan Policy NCR-5.1 which includes developing GHG reduction measures on a project-specific basis within the Tourist Core Area Plan. Moreover, the Tourist Core Area Plan would implement policies of the TRPA Regional Plan and the City General Plan which—among others—calls for concentrating development and redevelopment in town centers (e.g., the TSC-MUC, TSC-NMX and TSC-G zoning districts) and the regional center (the TSC-C and TSC-MU zoning districts) in a pedestrian- and transit-oriented environment that focuses on enhancing non-auto modes such as walking, biking, and transit as a strategy to reduce greenhouse gas emissions.

Environmental Analysis*: Less than Significant Impact.*

Required Mitigation: **None.**

**Refer to Question 27. Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d)**

See discussion and analysis for Question 27 above.

Required Mitigation: **No Further Mitigation Required.**

### 5.4.10 Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA)

This section presents the analyses for potential impacts to hazards and hazardous materials and risk of upset and human health. Table 14 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 14: Hazards and Hazardous Materials and Risk of Upset and Human Health**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 70. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA VIIIa) | | | X | |
| 71. 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? (CEQA VIIIb) | | | X | |
| 72. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA VIIIc) | | | X | |
| 73. 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? (CEQA VIIId) | | | | X |

| | | | | |
|---|---|---|---|---|
| 74. 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 for people residing or working in the project area? (CEQA VIIIe) | | | | **X** |
| 75. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area? (CEQA VIIIf) | | | | **X** |
| 76. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIIIg) | | | | **X** |
| 77. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (CEQA VIIIh) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 78. 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? (TRPA 10a) | | | | **X** |
| 79. Involve possible interference with an emergency evacuation plan? (TRPA 10b) | | | | **X** |
| 80. Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a) | | | | **X** |
| 81. Exposure of people to potential health hazards? (TRPA 17b) | | | | **X** |

**70. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA VIIIa)**

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the GP EIR.

Development and redevelopment as a result implementation of the Tourist Core Area Plan could result in the increasing the transport, storage, use and/or disposal of hazardous materials as a result of normal construction and operation of land uses and improvement. However all development would be required to adhere to federal, state, ad local regulations regarding the handling, transportation, and disposal of hazardous materials.

Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol, US Department of Transportation and Caltrans. The Resource Conservation and Recovery Act gives the USEPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. The El Dorado County Department of Environmental Management is responsible for consolidating, coordinating and making consistent the administration requirements, permits, inspection, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in the county and the Tourist Core. 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 2011b, page HS-7)

All existing and new development in the Tourist Core would be required to comply with federal, state, ad local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**71. 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? (CEQA VIIIb)**

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the GP EIR.

The GP 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 concluded that this was a potentially significant impact requiring mitigation (CSLT 2010, pages 4.3-38-39). The GP 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 the requirements of state law. 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 2011b, page HS-7).

All existing and new development in the Tourist Core is required to and will implement and is consistent with regional, federal, state, ad 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.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**72. 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? (CEQA VIIIc)**

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the GP EIR.

Locations where existing or past hazardous material leaks may exist in the Tourist Core plan area include the Chevron gas station located at Ski Run Boulevard and US Highway 50 as well as other undiscovered or unregistered locations. Several other sites were indicated in the database search but these other sites have been remediated and closed by the Regional Water Quality Control Board.

Due to the fact that much of the Tourist Core plan area was developed prior to the ban on polychlorinated biphenyls (PCBs), it is conceivable that electrical transformers and industrial products currently located within the area could contain PCBs and other heavy metals. Persistent residential chemicals may also be present in the form of pesticides, herbicides, and fertilizers used in typical landscaping efforts by property owners in the past. Accidental release of these materials could occur as a result of demolition, development, or update of land uses within the Tourist Core plan area, further exposing people to toxic emissions. Sensitive receptors such as children, the elderly, or hospital patients can be significantly affected by these emissions. As schools are located in close proximity along with housing typically utilized by senior citizens within the Tahoe Valley plan area, this is a primary concern.

As discussed under Question 71 above, 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 is true for both demolition/construction and operation of projects. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

The Bijou Community Elementary School is located just one-sixth of a mile from the project area. However as discussed in Question 70 (CEQA Checklist item VIIIa) above, the use, storage, and transport of hazardous materials are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and the discovery of contamination require construction sites to cease operations.

Since all existing and new development in the Tourist Core is required to and will implement and is consistent with regional, federal, state, ad local regulations addressing safety form hazards, including hazardous materials, this impact is anticipated to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**73. 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? (CEQA VIIId)**

No hazardous waste facilities are identified within the Tourist Core.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**74. 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 for people residing or working in the project area? (CEQA VIIIe)**

The Project is not located within the City's Airport Comprehensive Land Use Overlay district and therefore has no impact on public safety in the vicinity of a public-use airport or FAA safety regulations.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**75. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area? (CEQA VIIIf)**

The Project is not located within the vicinity of a private airstrip and therefore has no impact on public safety in the vicinity of a private airstrip.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**76. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIIIg)**

The City of South is responsible for emergency operations within the city limits. The City has adopted a Natural Hazard Mitigation Plan (adopted July 2008) which has been approved by the Federal Emergency Management Agency (FEMA) and included as a local appendix to the El Dorado County Natural Hazard Mitigation Plan. This plan provided guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classification.

The Tourist Core Area Plan is expected to result in an increase in dwelling units and CFA within the plan area. Proposed amendments would allow for increased density of multi-family residential development. Increased density has the potential to adversely affect emergency response described in local, regional, and state emergency response and/or evacuation plans, including but not limited to the County Emergency Operations Plan, the City's Emergency Operations Plan, and the SLTFD Fire Planning Process. Increased density can result in greater numbers of residents and employees within an area that would need to be protected and potentially evacuated. Increased square footage of homes and CFA area represent greater resources that require protection and, in the event of an emergency, response from public service providers. As such, the Tourist Core Area Plan Amendments may result in an incremental impact on emergency plans

in plan area. However, existing roadways provide multiple options for evacuation of the area and no roadway closures are expected as a result of the Tourist Core Area Plan Amendments.

Chapter 9 of the City Code provides for the preparation and carrying out 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. As required by Chapter 9 of the City Code, the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operation plans for adoption by the City Council. The Disaster Council is also responsible for the review and potential amendments to the Emergency Management Plan. Moreover, 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 2011b, page HS-2).

The Tourist Core Area Plan Amendments would not alter or revise the existing regulations or amend the City's Local Emergency Operations Plan or Emergency Management Plan. The Area Plan also would not impair the implementation of or physically interfere with the City Natural Hazard Management Plan or Emergency Management Plan and therefore results in no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**77. Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (CEQA VIIIh)**

Development and redevelopment in the Tourist Core could expose people and structures to hazards involving wildland fires in wildland-urban interface areas. However, any new development or redevelopment is required to and will implement and is consistent with state, regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which established minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 12 of the City Code which contains fire regulations adopted to safeguard life and property form the hazards of fire and explosion. The City has also adopted General Plan policies the require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new and rehabilitated structures.

Implementation of these policies, in conjunction with the existing California Fire code and the City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**78. Will the Project 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? (TRPA 10a)**

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.

Construction activities related to development within the Tourist Core could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be typical of urban development projects in the Tahoe Region and would occur in compliance with all local, state, and federal regulations. Further, the types of uses that would be permissible within the Tourist are not of the nature that would involve storage, use, and transport of large quantities of hazardous substances that would increase the risk of incident. The types of uses (e.g., commercial and light industrial) are consistent with the types of uses already allowed under existing conditions, such that the Tourist Core Area would not be expected to create a new risk of accident or upset conditions. Therefore, the Tourist Core Area Plan would not result in a risk of explosion or the release of hazardous substances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**79. Will the Project involve possible interference with an emergency evacuation plan? (TRPA 10b)**

See discussion and analysis for Question 76 above that concludes that implementation of the Tourist Core Area Plan will not impact existing emergency evacuation plans.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**80. Will the Project result in creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)**

See discussions and analyses for Questions 70 through 73 above

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**81. Will the Project result in exposure of people to potential health hazards? (TRPA 17b)**

See discussions and analyses for Questions 70 through 73 above

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

### 5.4.11 Hydrology and Water Quality

This section presents the analyses for potential impacts to hydrology and water quality. Table 15 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 15: Hydrology and Water Quality**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 82. Violate any water quality standards or waste discharge requirements? (CEQA IXa) | | | | **X** |
| 83. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (CEQA IXb) | | | **X** | |
| 84. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (CEQA IXc) | | | **X** | |
| 85. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (CEQA IXd) | | | **X** | |
| 86. Create or contribute runoff water which would exceed | | | **X** | |

| | | | | |
|---|---|---|---|---|
| the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (CEQA IXe) | | | | |
| 87. Otherwise substantially degrade water quality? (CEQA IXf) | | | **X** | |
| 88. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (CEQA IXg) | | | **X** | |
| 89. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh) | | | **X** | |
| 90. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (CEQA IXi) | | | **X** | |
| 91. Inundation by seiche, tsunami, or mudflow? (CEQA IXj) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 92. Changes in currents, or the course or direction of water movements? (TRPA 3a) | | | | **X** |
| 93. 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? (TRPA 3b) | | | | **X** |
| 94. Alterations to the course or flow of 100-yearflood waters? (TRPA 3c) | | | | **X** |
| 95. Change in the amount of surface water in any water body? (TRPA 3d) | | | | **X** |
| 96. Discharge into surface waters, or in any alteration of surface | | | | **X** |

| | | | | |
|---|---|---|---|---|
| water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e) | | | | |
| 97. Alteration of the direction or rate of flow of ground water? (TRPA 3f) | | | | **X** |
| 98. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g) | | | | **X** |
| 99. Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h) | | | | **X** |
| 100. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i) | | | | **X** |
| 101. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j) | | | | **X** |
| 102. Is the Project located within 600 feet of a drinking water source? (TRPA 3k) | **X, LTS** | | | |

**82. Would the Project violate any water quality standards or waste discharge requirements? (CEQA IXa)**

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 of the TRPA Code, which includes standards for discharge limits to surface and ground waters and Chapter 35 of the City Code which regulates urban runoff and stormwater quality. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Tourist Core 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 (2207).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 35 of the City Code) would continue to be required for all properties within the Tourist Core Area Plan, the Tourist Core Area Plan would not result in discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**83. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (CEQA IXb)**

The Tourist Core Area Plan Amendments 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 Board. Consistent with existing conditions, projects that could occur under the Tourist Core Area Plan with subsequent approval 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.

The potential impact of development and redevelopment within the Tahoe Region, including development within the Tourist Core area, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11) and discussed in detail in Questions below. Because the regional water demand at build-out would be less than the regional surface water allocation, 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 Tourist Core Area Plan would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

**84. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (CEQA IXc)**

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the course or direction of water movements. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 86 of the TRPA Code. Section 80.4.1 of the TRPA Code includes measures designed to preserve the natural littoral processes driven by currents and wave action within Lake Tahoe. 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 requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan that could alter the course or direction of water 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.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**85. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (CEQA IXd)**

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to surface water runoff. All projects within the Tourist Core must demonstrate compliance with the land capability and coverage provisions of Chapter 30 of the TRPA Code which is incorporated into the Tourist Core Area Plan Development and Design Standards. These provisions include allowing up to up to 70 percent within Town Centers and the Regional Center (TSC-C, TSC-MU, TSC-MUC, TSC-NMX) on high capability lands (land capability districts [LCDs] 4 through 7). For parcels located within the TSC-G district and within 300 feet of the high water line of Lake Tahoe the maximum coverage allowed is 50 percent on high capability lands. The potential effects of these changes related to water quality were analyzed in the RPU EIS (TRPA 2012a, page 3.8-41). Coverage increases on high capability land would be achieved through restoration and transfer of existing land coverage. Additionally, all development within the Tourist Core would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading from the additional coverage. As specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin, including the Tourist Core. Therefore, future projects that may occur within the Tourist Core would not inhibit the ability to infiltrate surface water runoff from a 20-year 1-hour storm event.

Also see discussion and analysis for Questions 84 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**86. Would the Project 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? (CEQA IXe)**

All new development and redevelopment within the Tourist Core would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin. Therefore, new development within the Tourist Core is not expected to create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system.

In addition, several stormwater management projects have been completed since adoption of the 2013 Tourist Core Area Plan. These projects include the California Department of Transportation upgrades to drainage systems on US Highway 50 and the City Bijou Erosion Control Project. The City project focused on two key elements: (1) replacement of the existing Bijou Creek storm drain system that conveys storm water runoff from the 1,300-acre Bijou Creek watershed to Lake Tahoe; and (2) construction of a comprehensive regional treatment system for runoff generated in the Bijou commercial core which is partially located in the Tourist Core . The requirement to comply with agency regulations along with City and Caltrans stormwater management improvements result in a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**87. Would the Project otherwise substantially degrade water quality? (CEQA IXf)**

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 of the TRPA Code, which includes standards for discharge limits to surface and ground waters and Chapter 35 of the City Code which regulates urban runoff and stormwater quality. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Tourist Core 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).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 35 of the City Code) would continue to be required for all properties within the Tourist Core, the Tourist Core Area Plan would not result in uncontrolled discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**88. Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (CEQA IXg)**

The Tourist Core Area would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code or Chapter 34 of the City Code. Portions of the Tourist Core are located within the 100-year floodplain. All future development within the Tourist Core would be required to meet both the requirements of Chapter 35 of the TRPA Code and Chapter 34 of the City Code related to floodplain management. Chapter 35 of the TRPA Code prohibits additional development, grading or filling within the 100-year floodplain except for public outdoor recreation, public service and water quality control facilities, and floodplain crossings. Chapter 35 of the City Code restricts or prohibits uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities; requires that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction; controls the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters; control filling, grading, dredging, and other development which may increase flood damage; and prevents or regulates the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas. Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**89. Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh)**

See discussion and analysis for Question 88 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**90. Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (CEQA IXi)**

No levees or dams are located within the boundaries of or upstream from the Tourist Core Area Plan therefore no person or structures would be at a significant risk of loss, injury or death involving flood as a result of the dam or levee failure. Therefore this is a less than significant impact.

Flooding of the Tourist Core as a result of wave action from 100-year storm occurrence or seiches is discussed and analyzed in Question 91 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**91. Would the Project cause inundation by seiche, tsunami, or mudflow? (CEQA IXj)**

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to water-related hazards. Future development within the Tourist Core would be required to meet the requirements of Chapter 35 of the TRPA Code and Chapter 34 of the City Code related to floodwater management. Consistent with existing conditions, because the TRPA Code prohibits the development, grading, or filling of lands within the 100-year floodplain and in the area of wave run-up (TRPA Goals and Policies, Policy NH-1.2), implementation of the Tourist Core Area Plan would not expose people or property to flooding or wave action from 100-year storm events.

There are active faults in the Lake Tahoe Basin, which could be sources of groundshaking at locations within the Tourist Core Area Plan boundaries during a seismic event. Seismic events could also result in tsunami or seiche within Lake Tahoe, potentially affecting low-lying areas, including portions of the Tourist Core. Structures within the Tourist Core would be designed and constructed in accordance with the current design requirements of the California Building Code and International Building Code Seismic Zone D. Therefore, there would be no substantial increased risk of loss, injury or death or property damage from ground shaking alone.

Ichinose et al. (2000) investigated the potential of local earthquakes to generate tsunamis and seiches within Lake Tahoe. The probability of an earthquake strong enough to cause a seiche in Lake Tahoe is estimated to be 3-4 percent in 50 years (Ichinose et al. 2000). Based on modeled wave simulations for large earthquake (magnitude >7) scenarios for faults within the Lake Tahoe Basin (North Tahoe-Incline Village Fault and the West Tahoe-Dollar Point Fault), a potential exists for tsunami and seiche-related waves between 10 and 30 feet in height to occur along the shore of Lake Tahoe, potentially threatening low-lying lakeside communities. While earthquakes last several seconds, a tsunami wave could take up to 15 minutes to reach Lake Tahoe's shore (Brown 2000). While experts have characterized the risk as far less than the risk of an approaching wildfire in the Tahoe Basin, they have called for the risk of inundation to be factored into emergency plans for the region (Wikipedia 2012; Kaye 2011).

The Tourist Core Area Plan would implement the policies of the Regional Plan (TRPA 2012d) which provides for increased density of development in Town Centers and the Regional Center. Most of the Tourist Core is located in low-lying areas adjacent to Lake Tahoe and could be at risk from inundation from a tsunami or seiche. Increasing the density of development within these areas could place additional people and properties at risk to tsunami and seiche; however no TRPA, federal, state, or local polices prohibit this land use. The City has prepared and adopted a Natural Hazard Mitigation Plan which provides guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classifications. Emergency procedures in the City are guided by South Lake Tahoe's Emergency

Management Plan (EMP) and the South Lake Tahoe Fire Department's Fire Planning Process. The EMP provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. Additionally, consistent with existing conditions all projects within the Tourist Core would be required to undergo subsequent project-level permitting and environmental review, which would require the evaluation of hazards related to earthquake-related tsunami and seiche and measures (e.g., site-specific notification and evacuation procedures) may be required as appropriate.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**92. Will the Project result in changes in currents, or the course or direction of water movements? (TRPA 3a)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the course or direction of water movements. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 86 of the TRPA Code. Section 80.4.1 of the TRPA Code includes measures designed to preserve the natural littoral processes driven by currents and wave action within Lake Tahoe. 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 requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan that could alter the course or direction of water 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.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**93. Will the Project 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? (TRPA 3b)**

See discussion and analysis for Question 85 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**94. Will the Project result in alterations to the course or flow of 100-year floodwaters? (TRPA 3c)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code or Chapter 34 of the City Code. Portions of the Tourist Core Area Plan

are located within the 100-year floodplain. All future development within the Tourist Core Area Plan would be required to meet both the requirements of Chapter 35 of the TRPA Code and Chapter 34 of the City Code related to floodplain management.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**95. Will the Project result in change in the amount of surface water in any water body? (TRPA 3d)**

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.

The Tourist Core Area Plan Amendments 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 Board. Consistent with existing conditions, projects that could occur under the Tourist Core Area Plan with subsequent approval 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.

The potential impact of development and redevelopment within the Tahoe Region, including development within the Tourist Core Area, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11) and discussed in detail in Questions 156 and 164 below. Because the regional water demand at build-out would be less than the regional surface water allocation, 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 Tourist Core Area Plan would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**96. Will the Project result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)**

See discussion and analysis for Question 87 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**97. Will the Project result in alteration of the direction or rate of flow of ground water? (TRPA 3f)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to excavations that could intercept or otherwise interfere with groundwater. Section 33.3 of the TRPA Code prohibits

excavations, except under certain defined and permitted conditions, that interfere with or intercept the high water table by: altering the direction of groundwater flow; altering the rate of flow of groundwater; intercepting groundwater; adding or withdrawing groundwater; or raising or lowering the groundwater table. Additionally, excavation in excess of 5 feet below ground surface (or less in areas of known high groundwater) is generally prohibited because of the potential to intercept or interfere with groundwater is prohibited. Such excavations may be permitted under certain defined conditions (Section 3.3.6.B of the TRPA), and in such cases it must be demonstrated in a soils/hydrologic report that no interference or interception of groundwater would occur as a result of the excavation. Therefore, consistent with existing conditions, future projects that may occur within the Tourist Core are subject to subsequent environmental review and permitting by the City and/or TRPA, which would require the project applicant to demonstrate compliance with Chapter 33 of the TRPA Code and the protection of groundwater.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**98. Will the Project result in change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)**

See discussions and analyses for Questions 95 through 97 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**99. Will the Project result in substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)**

See discussion and analysis in Question 95 above and analyses in Questions 156 and 164 below which concludes that potential impact of development and redevelopment within the Tahoe Region, including development within the Tourist Core Area, on the availability of public water supplies would not have an impact

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**100. Will the Project 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? (TRPA 3i)**

See discussion and analysis for Question 91 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**101. Will the Project result in potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)**

See discussions and analyses for Questions 95 through 97 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**102. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)**

Sources of drinking water are located within 600 feet of the project area, however, the Tourists Core Area Plan Amendments would not alter or revise the regulations pertaining to source water protection and is therefore consistent with the goals of the Regional Plan and the RPU EIS. Chapter 60 of the TRPA Code includes protections for drinking water sources. Specifically, Section 60.3.3.C.1 of the TRPA Code identifies a Source Water Protection Zone that includes a 600-foot radius around wells, lake intakes, and springs assessed by TRPA. Into total, TRPA's Source Water Assessment Map identifies 22 wells located in the boundary of the Tourist Core Area Plan All development within Source Water Protection Zones is subject to the requirements of Section 60.3.3.D, including installation of water quality BMPs and development of a spill control plan. Any subsequent projects allowed within the Tourist Core would be subject to permitting by the City and/or TRPA. 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.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

## 5.4.12 Land Use and Planning

This section presents the analyses for potential impacts to land use and planning. Table 16 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 16: Land Use and Planning**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 103. Physically divide an established community? (CEQA Xa) | | | | **X** |
| 104. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA Xb) | | | **X** | |
| 105. Conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc) | | | | **X** |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 106. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a) | | | | **X** |
| 107. Expand or intensify an existing non-conforming use? (TRPA 8b) | **X, LTS** | | | |

### 103. Would the Project physically divide an established community? (CEQA Xa)

The Tourist Core is an established tourist, commercial, recreation and employment center that caters to visitors and resident alike. The intent of the Tourist Core Area Plan Amendments, including the addition of the two new parcels along Pioneer Trail, continues to promote the exiting land patterns and further enhance

this area of the south shore as a destination and recreation center. Therefore, implementation of the Tourist Core Area Plan is not expected to physically divide the established community

Environmental Analysis: *No Impact*.

Required Mitigation: **None.**

**104. Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA Xb)**

The Tourist Core Area Plan Amendments include an expansion of the Regional Plan Conceptual land use map and General Plan land use diagram to add two parcels along Pioneer Trail currently located with in Plan Area 092 (Residential) to the Town Center Mixed Use District. The two parcels added to the Town Center would incorporate applicable policies and regulations of both plans to avoid or mitigate any environmental effects.

Pursuant to Chapter 13 of the TRPA Code (Section 13.5.3.G), modifications to a Town Center Overlay boundary to incorporate an undeveloped parcel are permitted if they comply with the following:

1. At least three sides of the parcel to be included are adjacent to developed parcels.

2. Properties included in a Town Center are less than ¼ mile from existing commercial and Public Service uses.

3. Properties included in a Town Center shall encourage and facilitate the use of existing or planned transit stops and transit system.

The two parcels along Pioneer Trail are both developed with existing tourist oriented land uses and are surrounded by development on at least three sides given the predominance of development along the Pioneer Trail corridor. The incorporation of the parcels listed above into the TRPA Town Center Overlay would not conflict with a plan or regulation adopted to avoid or reduce environmental impacts. Thus, this impact would be less than significant.

Environmental Analysis: *Less Than Significant Impact*.

Required Mitigation: **None.**

**105. Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc)**

The Project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist for the project area.

Environmental Analysis: *No Impact*.

Required Mitigation: **None.**

**106. Will the Project include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)**

The Tourist Core Area Plan Amendments proposes modifications to the land use mix of the two parcels that will be moved from Plan Area Statement 092 to improve the concentration and the mixing of tourist and residential uses. These adjustments to the permissible use list would result in permitting uses that are currently prohibited in that portion of plan area 092. The amendments also modify the permissible uses and allowable densities in other existing Districts. The modifications are outlined in Tables 2 and 3 in Chapter 2 and are summarized in Table 1. The Tourist Core Area Plan modifies the list of permissible uses consistent with the types of uses envisioned in the Regional Plan and consolidates multiple similar uses under one name for clarity. Generally, the types of land uses that would be permissible in the TSC-C, TSC-MUC, TSC-G, TSC-NMX zoning districts are consistent with the mix of uses (commercial, public service, light industrial, office, tourist accommodation, and residential) envisioned for community centers in the Regional Plan (TRPA 2012a, page 2-33) and the General Plan (CSLT 2011b, pages LU-3 and LU-10); the uses that would be permissible within the REC zoning district reflect the mix of uses envisioned for recreation areas in the Regional Plan (TRPA 2012a, page 2-19); and the uses within the OS zoning district would be limited to passive recreation uses and resource management activities.

Two new uses are proposed to be added to the Tourist Core Permissible Use List. The uses are nursing and personal care and residential care. However, the expansion of the applicability of these uses are not expected to have any significant impact because the proposed uses would be consistent with the uses envisioned in the Regional Plan for tourist and commercial designated community centers.Furthermore, any subsequent projects allowed within the Tourist Core would be subject to permitting by the City and/or TRPA. 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, etc.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**

**107. Will the Project expand or intensify an existing non-conforming use? (TRPA 8b)**

While the Tourist Core Area Plan would potentially intensify a non-conforming use, the proposed land use changes are consistent with the corresponding land use classifications in the Regional Plan, the General Plan and the broader categories of uses (e.g., commercial, tourist, residential) envisioned in the Regional Plan and RPU EIS. Implementation of the Tourist Core Area Plan Amendments would result in changes to permissible uses throughout the Tourist Core consistent with the Regional Plan (see discussion above Question 106). If a current existing non-conforming use becomes a permissible use through the land use changes proposed by the Tourist Core Area Plan, that use could then be expanded or intensified in accordance with the development standards of the TRPA and City Codes. The Tourist Core Area Plan Amendments would allow new uses that are currently prohibited to apply in some areas of the Tourist Core Area Plan and therefore make an existing non-conforming use conforming. However, the new uses are consistent with the types of uses envisioned in the Regional Plan (e.g., commercial, tourist, residential in a mixed-used setting) and analyzed in the RPU EIS or are consistent with typical uses that are generally found in tourist/commercial related land use district throughout the Region. After implementation of the Tourist Core Area Plan, any existing non-conforming uses that remain would be prohibited from expansion or intensification by the provisions of Section 21.2.3 of the TRPA Code and 32-35 of the City Code..

Any subsequent projects allowed within the Tourist Core would be subject to permitting by the City and/or TRPA. 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, etc.

Environmental Analysis: *Yes, Less than Significant Impact*.

Required Mitigation: **None.**

### 5.4.13 Mineral Resources (CEQA) and Natural Resources (TRPA)

This section presents the analyses for potential impacts to mineral resources and natural resources. Table 17 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 17: Mineral Resources and Natural Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 108. 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? (CEQA XIa) | | | | **X** |
| 109. 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? (CEQA XIb) | | | | **X** |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 110. A substantial increase in the rate of use of any natural resources? (TRPA 9a) | | | | **X** |
| 111. Substantial depletion of any non-renewable natural resource? (TRPA 9b) | | | | **X** |

**108. 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? (CEQA XIa)**

There are no mapped mineral resources within the Tourist Core, nor does the City General Plan, nor any specific plan or other plan, such as the TRPA Regional Plan and Plan Area Statement, identify any sites within the Tourist Core as an important mineral recovery site.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**109. 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? (CEQA XIb)**

See discussion and analysis for Question 108 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**110. Will the Project result in a substantial increase in the rate of use of any natural resources? (TRPA 9a)**

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.

The use of natural resources, such as construction wood or metals, or gasoline would increase incrementally as more commercial, tourist, and residential developments are constructed as envisioned in the Tourist Core Area Plan. The RPU EIS (TRPA 2012a, page 5-3) acknowledged the potential increase in the use of natural resources resulting from increased development and redevelopment within the Tahoe Region, however any project permitted through the Tourist Core Area Plan would be subject to project level environmental review and site-specific mitigation measures if necessary. 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 Impact.*

Required Mitigation: **None.**

**111. Will the Project result in a substantial depletion of any non-renewable natural resource? (TRPA 9b)**

Non-renewable natural resources such as gasoline and diesel would be consumed during the construction of development projects; however, the potential for new development would be limited through restrictions to TRPA regulated commodities (see project description) such as commercial floor area, residential allocations and tourist accommodation units. Because construction would be limited and would not require quantities of non- renewable resources beyond those of typical residential and commercial construction, projects associated with the Tourist Core Area Plan would not result in substantial depletion of any non-renewable natural resource.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

### 5.4.14 Noise

This section presents the analyses for potential impacts related to noise. Table 18 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 18: Noise**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 112. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (CEQA XIIa) | | | X | |
| 113. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIb) | | | X | |
| 114. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIc) | | | X | |
| 115. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIId) | | | X | |
| 116. 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 expose people residing or working in the project area to excessive noise levels? (CEQA XIIe) | | | | X |
| 117. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIf) | | | | X |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 118. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the | | | | X |

| | | | | |
|---|---|---|---|---|
| applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a) | | | | |
| 119. Exposure of people to severe noise levels? (TRPA 6b) | | | | **X** |
| 120. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c) | | | | **X** |

**112. Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (CEQA XIIa)**

This potential effect is the same as those analyzed in the General Plan Update, and therefore the analysis is tiered from and consistent with the GP EIR.

The Tourist Core Area Plan includes the CNEL standards set forth in the TRPA Regional Plan. The CNEL standards are:

- 60 CNEL TSC-C, TSC-MU, TSC-MUC, TSC-G, TSC-G Special Area #1, and TSC-NMX districts
- 55 CNEL TSC-G inside the shorezone
- 55 CNEL for OS and REC districts
- 65 CNEL for the US 50 highway corridor

Aside from short-term construction-related noise increases (discussed in Question 119 below), development associated with the Tourist Core Area Plan could result in a long-term increase in existing CNEL levels if it were to result in the introduction of new noise-generating land uses, increased traffic that could increase roadside noise levels, or if it were to create noise/land use compatibility conflicts, as discussed below.

Noise/Land Use Compatibility

The potential for noise conflicts from development, including construction of additional residential, commercial floor area, industrial facilities, recreational facilities, and infrastructure such as roadway improvements, water and sewer lines that is expected to occur under the Tourist Core Area Plan, includes conflicts as a result of adjacent land uses and their operational aspects. While generally the General Plan and the TRPA Regional Plan address these conflicts through the land use designation, zoning identification, and development standard process, the potential exists for some development allowed under current land use designations and zoning to have operational aspects that could create noise impacts on other adjacent land uses. The City's General Plan noise policies are incorporated in the Tourist Core Area Plan and would provide expanded protection for ambient conditions, which are designed toward eliminating land use conflicts with respect to noise. Policy LU7-2 of the Tourist Core Area Plan requires an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or project exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan, so noise mitigation may be included in the project design. All acoustical analysis shall:

- Be the financial responsibility of the applicant;

- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources; and
- Estimate existing and projected cumulative (20 year) noise levels in terms of Ldn or CNEL and/or the standards shown in Table HS-1, and compare those levels to the policies in this section;
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards in this section, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses;
- Estimate noise exposure after the prescribed mitigation measure(s) has been implemented; and
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

Further, the City and/or TRPA would only approve projects that can demonstrate compliance with the applicable noise standards. Under the proposed TCAP Amendments, two parcels would be added to the TSC-MU District from Plan Area 092. This change would permit those parcels to develop under the TSC-MU 60 dB CNEL standard rather than the existing 50 dB CNEL standard for Plan Area 092.

Traffic-Related Noise

Subsequent projects under the Tourist Core Area Plan could result in increases in vehicle travel and traffic volumes on roadways. Locations within the Tourist Core are currently in nonattainment with respect to their applicable CNEL noise standards (Table 19), including the highway corridors US 50 (TRPA 2012a: page 3.6-9). As part of the RPU EIS, traffic noise levels were modeled with and without implementation of the Regional Plan and changes in traffic noise levels from existing conditions were also calculated (TRPA 2012a: Appendix G). Table 20 shows the estimated change in noise level for roadways within the Tourist Core. The RPU EIS found that increased vehicle trips on highways in the Region would result in nominal increases in traffic noise levels (i.e., less than 3 dBA). However, increases in traffic noise levels would occur in highway corridors (i.e., within 300 feet of the highway edge), including US 50, that are currently not in attainment with respect to the CNEL standards established by TRPA for highway corridors. In addition, traffic noise levels beyond the highway corridor (i.e., at distances greater than 300 feet from the highway edge) may also exceed CNEL standards established by TRPA for particular land use types, including areas such as the OS and REC zoning districts that have a 55 dB CNEL standard for urban outdoor recreation uses. Because the Tourist Core Area Plan seeks to implement and is consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also result in an increase in CNEL noise levels relative to existing conditions.

**Table 19: Summary of Modeled Existing Traffic Noise Levels Within the Tourist Core Area Plan**

| Roadway Segment | CNEL/$L_{dn}$(dB) at 100 feet from Roadway Centerline | Distance (feet) from Roadway Centerline to CNEL/$L_{dn}$(dB) | | | |
|---|---|---|---|---|---|
| | | 70 | 65 | 60 | 55 |
| US Highway 50 South Stateline (Heavenly Village Way and Park Avenue) | 65.2 | 48 | 104 | 223 | 481 |

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels

Source: TRPA 2012a, page 3.6-9

**Table 20: Table Summary of Modeled Traffic Noise Level Changes Within the Tourist Core Area Plan**

| Roadway Segment | Existing Conditions | Buildout Conditions | Net Change |
|---|---|---|---|
| US Highway 50 South Stateline (Heavenly Village Way and Park Avenue) | 65.2 | 65.4 | +0.2 |

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels
Source: TRPA 2012a, page 3.6-12

To ensure that the generation of noise levels in excess of standards established for the Tourist Core Area Plan is not exceeded, the Area Plan incorporates a noise policy which is designed toward reducing traffic-related noise. Policy LU7-1 requires the mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan (CSLT 2011b, page HS-10) at all outdoor activity areas and interior spaces of existing noise-sensitive land uses. The RPU EIS includes a requirement to implement the *Wide Traffic Noise Mitigation Program* to reduce traffic-generated noise to the extent feasible on a project-specific basis. Such measures include, but are not limited to, the following:

- Construction of barriers, berms, and/or acoustical shielding;
- Replacement of driveways that provide access from highways to individual buildings with a common access way that routes ingress and egress traffic to nearby intersections in order to reduce the number of gaps in barriers and berms;
- Planting of dense vegetation in key locations where noise absorption is needed;
- Use of noise-reducing pavement, including repaving existing roadways with noise-reducing pavement;
- Reduction of speed limits and/or implementation of traffic-calming measures that slow travel speeds, if feasible and practical;
- Establishment of setback requirements for new development in specific areas exposed to highway noise;
- Acquisition of additional right-of-way adjacent to specific roadway segments to remove existing noise-sensitive receptors, including existing residences;
- Establishment of programs to pay for noise reduction such as low-cost loans to owners of noise-affected property or establishment of developer fees;
- Noise-reducing acoustical treatment of existing buildings; and
- Additional measures that would, based on substantial evidence, reduce the number of vehicle trips associated with project operations, such as an employee carpool or van pool program, shuttle bus service for residents or tourists, parking fees, and bicycle amenities.

Further, the City and/or TRPA would continue to evaluate individual projects within the Tourist Core at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in Chapter 68 of the TRPA Code.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**113. Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIb)**

As is the case under existing conditions, construction activities associated with implementing projects under the Tourist Core Area Plan could potentially expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels. Construction activities associated with new development and redevelopment could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA Lmax at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA Lmax at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17). During construction, nearby residences and other noise-sensitive receptors could be exposed to noise levels that exceed TRPA standards outside of the exempt hours between 8:00 a.m. and 6:30 p.m., and/or expose nearby noise-sensitive receptors to excessive or severe noise levels. Therefore, construction activities could expose people to severe and/or nuisance noise levels unless measures are incorporated on a project-specific basis.

The City's General Plan noise policies are incorporated in the Tourist Core Area Plan and would provide expanded protection from groundborne vibration and groundborne noise levels. Policy LU7-3 requires an analysis of a 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. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan Draft EIR. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**114. Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIc)**

See discussion and analysis for Question 112 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation**: None**

**115. Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIId)**

See discussion and analysis for Question 113 above.

Environmental Analysis: *Less than Significant.*

Required Mitigation: **None**

**116. 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 expose people residing or working in the project area to excessive noise levels? (CEQA XIIe)**

The project area is not located within two miles of a public airport or public use airport and therefore does not expose people working in the project area to excessive noise levels from aircraft.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**117. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIf)**

The project area is not within the vicinity of a private airstrip and therefore does not expose people working in the project area to excessive noise levels from aircrafts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**118. Would the Project result in increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)**

See discussion and analysis for in Question 112 (CEQA Checklist item XIIa) above.

Environmental Analysis: *No Impact.*

Required Mitigation**: None**

**119. Would the Project result in exposure of people to severe noise levels? (TRPA 6b)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from and consistent with the RPU EIS.

Construction activities associated with new development and redevelopment within the Tourist Core could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA Lmax at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA Lmax at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17). Construction activities that occur between 8:00 a.m. and 6:30 p.m. are exempt from TRPA CNEL standards.

The RPU EIS includes a requirement to implement *Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration* to incorporate measures to minimize the potential for exposure of persons to severe noise levels on a project-specific basis. Such measures include, but are not limited to, the following:

- Require that construction equipment be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers' specifications;
- Require that equipment engine doors be kept closed during equipment operation;
- Limit idling time for construction equipment to five minutes;
- Require that stationary equipment (e.g., power generators) and staging areas for other equipment be located at the maximum distance feasible from nearby noise-sensitive receptors;
- Limit the hours of trucks hauling materials and goods to and from construction sites to active construction hours; and
- Install temporary sound barriers along the boundaries of a construction site or surrounding stationary sources of noise (e.g. pumps or generators) to protect nearby noise-sensitive receptors, where feasible and applicable.

In addition, the Tourist Core Area Plan incorporates a General Plan Mitigation Measure 4.6.6 (CSLT 2010, page 4.6-33) to reduce the impacts of ground borne vibration and noise as a result of construction activity that would provide expanded protection. Policy LU7-3 requires an analysis of a 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. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan Draft EIR. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

Therefore, because measures identified in the RPU EIS and the GP EIR that would reduce the potential for exposure of persons to severe noise levels related to construction activities have been incorporated in the Tourist Core Area Plan, subsequent projects under the Tourist Core Area Plan would not expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**120. Will the Project result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)**

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.

Single-event noise standards are set for in Section 68.3.1 of the TRPA Code for aircraft, water craft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. Development allowed within the existing PASs and community plans, as well as with adoption of the Tourist Core Area, could involve uses that include these types of motorized vehicles. As is the case under existing conditions, new uses involving over-snow vehicles and watercraft (e.g., boat launching facilities, snowmobile courses, downhill ski facilities, and cross-country ski facilities) would be required to meet the TRPA Code provisions pertaining to single-event noise.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

### 5.4.15 Population and Housing

This section presents the analyses for potential impacts to population and housing. Table 21 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 21: Population and Housing**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 121. Induce substantial 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)? (CEQA XIIIa) | | | **X** | |
| 122. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb) | | | **X** | |
| 123. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 124. Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a) | | | | **X** |
| 125. Include or result in the temporary or permanent displacement of residents? (TRPA 11b) | | | | **X** |

| | | | | |
|---|---|---|---|---|
| 126. Affect existing housing, or create a demand for additional housing? To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions: (1) Will the proposal decrease the amount of housing in the Tahoe Region? (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? (TRPA 12a) | | | | **X** |
| 127. Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA 12b) | | | | **X** |

**121. Would the Project induce substantial 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)? (CEQA XIIIa)**

The Tourist Core Area Plan Amendments would continue to 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 TRPA Regional Plan and the City General Plan would result in changes to the overall density and distribution of the region's population and gradually increase the density of the population within centers such as the Tourist Core and simultaneously phase out lower-density uses outside these 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 changes to land use zoning and development patterns associated with the Tourist Core Area Plan Amendments (increased density for residential and additional height for the TSC-MU District) 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 Tourist Core would continue to be constrained to that which is allowed by the growth management system set forth in Chapter 50 of the TRPA Code, thus this impact is considered less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**122. Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb)**

The Project does not displace housing or necessitate the construction of replacement housing elsewhere but rather incentivizes the transfer of existing residential uses located in sensitive land or distant from community centers to transfer to community mixed-use centers. The intent of the plan is promote higher density residential uses within the mixed-use centers to promote walkability and feasibility of alternative transportation options and adhere to statutory requirements of the Sustainable Communities Strategy to reduce passenger vehicle-related greenhouse gas emission in California.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**123. Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc)**

See discussions and analyses for Questions 121 and 122 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**124. Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)**

See discussion an analysis for Question 121 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**125. Will the Project include or result in the temporary or permanent displacement of residents? (TRPA 11b)**

See discussion and analysis for Question 121 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**126. Will the Project affect existing housing, or create a demand for additional housing?**

**(1) Will the proposal decrease the amount of housing in the Tahoe Region? (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? (TRPA 12a)**

(1) The vision for the Tourist Core Area Plan is a central destination that provides full services for tourists and permanent residents. The potential development and redevelopment associated with the Tourist Core Area Plan is anticipated to create an increase in temporary and permanent jobs, which would result in a commensurate increase in the demand for housing.

Existing residences within the Tourist Core Area are primarily multi-family dwellings located in the TSC-MUC district and single family condominiums in the TSC-G district.

The amount and timing of additional housing units within the Region and similarly the Tourist Core is limited by TRPA's existing growth management provisions.

The TRPA Code provides incentives for the development of affordable and moderate-income housing, as discussed below under Item 2. Also, the creation of workforce and affordable housing is a priority of the City of South Lake Tahoe. The Housing Element of the City's General Plan includes several goals and actions related to increasing housing opportunities within the City, including affordable housing units at Lake Tahoe (Goal HE-1 and Goal HE-2, CLST 2011). The City has programs in place to facilitate housing including reserving one-third of its annual allocation for multi- residential projects, collaborating with TRPA to convert illegal mother-in-law units to legal accessory dwelling units, and when funding is available supporting the First-Time Homebuyer and Moderate- Income Homebuyers Programs. The City also collaborates with TRPA and other local jurisdictions on the Living Working Group and implementing policies that are called for in TRPA's Goals and Policies (TRPA, 2012d, p. A5-1). Implementation of the Tourist Core Area Plan would not result in a decrease in the amount of housing available in the Tahoe Region, but would rather result in more housing options available for residents of the Tahoe Basin due to propose changes to require a minimum multi-family density.

(2) 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.

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The total RHNA allocation for the projection period from January 1, 2006 to June 30, 2013 was a total of 218 units from very low to above moderate units (CSLT 2011, p. HE-53). The City met its obligation of 291 units for the 2006-2013 projection period. The total RHNA allocation for the June 2014-June 2022 projection period is 336 units. During this cycle, the City provided 408 housing units towards the RHNA obligation. The City recently adopted (June 2022) an updated Housing Element to provide direction on addressing housing issues and the RHNA allocation. The total RHNA allocations from 2022 through 2027 is 289 units. At this time (March 2024), 230 units have been permitted.

Additionally, Regional Plan Policy HS-1.2 requires local governments to assume their "fair share" of the responsibility to provide low and very low income housing. The TRPA Code also provides incentives for the development of affordable and moderate income housing, including increased density (Section 31.4.1 of the TRPA Code), height (Section 37.5.5 of the TRPA Code), and exemption from residential allocation requirements (Section 52.3.4 of the TRPA Code). Finally, in accordance with Regional Plan Goal HS-3 and Policy HS-3.1 (TRPA 2012d), TRPA is required to develop and implement a Regional Housing Needs Program. The Housing Needs Program will evaluate progress towards the adopted housing goals and recommend policy and ordinance changes necessary to achieve those goals. Changes may include, but are not limited to, the conversion of residential allocations to bonus units that would be available only for the construction of affordable and/or moderate-income housing, the creation of new bonus units for affordable housing and modification of development standards to promote housing affordability. For these reasons implementation of the Tourist Core Area Plan and other housing programs implemented on a regional scale is likely to increase the number of affordable units within the Tahoe region.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**127. Will the Project result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)**

See discussion and analysis for Question 126 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

### 5.4.16 Public Services

This section presents the analyses for potential impacts to public services. Table 22 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 22: Public Services**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 128. 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: | | | | |
| Fire protection? | | | **X** | |
| Police protection? | | | **X** | |
| Schools? | | | **X** | |
| Parks? | | | **X** | |
| Other public facilities? (CEQA XIVa) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 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? | | | | |
| 129. Fire protection? (TRPA 14a) | | | | **X** |

| | | | | |
|---|---|---|---|---|
| 130. Police protection? (TRPA 14b) | | | | **X** |
| 131. Schools? (TRPA 14c) | | | | **X** |
| 132. Parks or other recreational facilities? (TRPA 14d) | | | | **X** |
| 133. Maintenance of public facilities, including roads? (TRPA 14e) | | | | **X** |
| 134. Other governmental services? (TRPA 14f) | | | | **X** |

**128. 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: Fire protection? Police protection? Schools? Parks? Other public facilities? (CEQA XIVa)**

The Tourist Core Area Plan Amendments (increased density, minimum density, building height increase) would better facilitate the compact land use pattern, localized increases in density, redevelopment, and development envisioned by the Regional Plan. These changes could result in localized population increases that create an additional demand within the Area Plan boundary for police, fire protection and emergency services, and schools.

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 schools. LTUSD has closed two schools, Meyers Elementary and Al Tahoe Elementary, due to declining enrollment. The Meyers Elementary site was reopened by LTUSD as the Lake Tahoe Environmental Science Magnet School. The Al Tahoe Elementary site is now being used to house supplemental programs, independent learning facilities, special education programs, and preschool facilities.

For the 2022/2023 school year, the LTUSD had an enrollment of 3,648 students (California Department of Education 2024). Enrollment in LTUSD has declined over the last decade, with enrollment decreasing 303 students since the 2016/2017 school year. LTUSD stated that enrollment in grades kindergarten through 7 has been fairly consistent. Given the current facilities and declining enrollment, LTUSD is not experiencing any capacity issues and does not expect any such issue to occur in the future. 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 Tourist Core Area Plan is not expected to exceed the existing capacity or result in a need for new or physically altered school facilities. Therefore impacts associated with implementation of the Tourist Core Area Plan would be less than significant.

Police Services

Police service in the Torist Core plan area is provided by the City of South Lake Tahoe Police Department. The South Lake Tahoe Police Department has a jurisdictional area of approximately 13 square miles, five

of which include waters of Lake Tahoe. The department is located at 1352 Johnson Boulevard and currently has 42 full-time sworn officers. Supporting the 42 sworn positions are 20 civilian personnel. (Email Comm.; Chief David Stevenson, 2/26/2024)

As of February, 2024, the current staffing level at the South Lake Tahoe Police Department is approximately 1.9 officers per 1,000 residents, based on a Census population of 21,508 (CA Department of Finance, 2023). According to U.S. Bureau of Justice statistics (2008), Municipal and township police departments employed an average of 2.3 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. An analysis of the of the dispatch logs indicates that the average response time for all calls (emergency and non-emergency) is approximately 9 minutes.

The City General Plan public service policies ensure that the City would provide adequate law enforcement services and the necessary funding to ensure adequate law enforcement services and future facilities to meet City demands (CSLT 2011b, page PQP-13).As with other projects developed within the Tourist Core and consistent with existing conditions, environmental review of specific projects would be required to ensure that staffing needs are identified and any physical effect on the environment is properly mitigated. Therefore law enforcement services impacts associated with implementation of the Tourist Core Area Plan would be less than significant.

Fire Protection Services

The City of South Lake Tahoe Fire Department (SLTFD) consists of one Fire Chief, one administrative Executive assistant, three shift commanders Battalion Chiefs, one Battalion Chief/Fire Marshal, one Fire Inspector II, nine captains, nine engineers, and sixteen firefighter paramedics of which fifteen are paramedics, and 13 reserve firefighters (Per Comm. Sallie Ross-Filgo, Administrative Executive Assistant to the Fire Chief, 2/27/2024).

Fire Station 1 is located within the Tourist Core and is located at 1252 Ski Run Boulevard at the intersection of Ski Run and Pioneer Trail. This is the Battalion Headquarters. Fire Station 2 is located at 2951 Lake Tahoe Boulevard.

Fire station 3 is located at 2101 Lake Tahoe Blvd and is located 2 blocks east of the Y intersection within the Tahoe Valley Area Plan boundary. This is the Administration Headquarters and staffed by one Type 1 Engine, one Type 3 Engine, an OES Type 6 Engine for back country rescue, 2 utility vehicles, a mobile air station, and a hazardous materials response trailer. Station 3 staff also operates Marine 17 (Rescue Boat) which is located in the Tahoe Keys.

Stations 1, 2 and 3 are minimum staffed with 1 Captain, 1 Engineer and 1 Firefighter/Paramedic. In addition, the SLTFD maintains mutual aid agreements with other fire and emergency response agencies in the Tahoe Region, including the Tahoe Douglas Fire District, Lake Valley Fire Protection District, and the US Forest Service, providing for area-wide fire response services both in and outside the City limits.

The Tourist Core Area Plan amendments may result in a modest increase in residential dwelling units and CFA previously predicted for buildout within the Tourist Core plan area in 2013, resulting in an increased need for fire and emergency response.

The City General Plan did not propose or identify any new locations for new fire protection or emergency medical facilities. However, the City General Plan did adopt policy provisions for future development to ensure adequate fire protection services (CSLT 2011b, page PQP-9). These provisions include the requirement to install fire resistance materials, incorporate fire safe landscaping and to incorporate defensible space in all remodeled and new construction. Taken together with compliance of the 2007 California Fire code would help prevent and minimize the occurrence of fires, thus reducing the need for

additional fire protection services. Therefore fire protection services impacts associated with implementation of the Tourist Core Area Plan would be less than significant.

See discussion and analysis in Question 132 below for parks and recreation impacts.

With respect to other public facilities, the City has facilities located throughout the City of South Lake Tahoe, which are used for various purposes including social gathering and recreation uses. However, within the Tourist Core, other than the Fire Station #1, the only other facility is the transit center and Explore Tahoe Visitor Center at Heavenly Village.

Implementation of the Tourist Core Area Plan may result in increased demand for community facilities and services as well as a need for new or physically altered governmental facilities. However, the changes in demand to community services and facilities are not expected to result in substantial effects to the physical environment. However, as with other projects developed within the Tourist Core and consistent with existing conditions, environmental review of specific projects would be required to ensure that physical impacts on the environment area fully mitigated.

Given current staffing levels, the proximity of existing police, fire, and emergency service facilities, implementation of City General policies to minimize fire risk and reduce demand, as well as declining school enrollment, it is not anticipated that implementation of the Tourist Core Area Plan Amendments would create a need to construct new facilities that, in turn, could require new or improved facilities, the construction of which could result in adverse effects to the environment. However, as with other projects developed within the Tourist Core and consistent with existing conditions, environmental review of specific projects would be required to ensure that staffing needs are identified and properly mitigated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**129. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: fire protection? (TRPA 14a)**

See discussion and analysis for Question 128 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**130. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: police protection? (TRPA 14b)**

See discussion and analysis for Question 128 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**131. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: schools? (TRPA 14c)**

See discussion and analysis for Question 128 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**132. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: parks or other recreational facilities? (TRPA 14d)**

Development associated with the Tourist Core Area Plan could generate additional recreation demand by increasing the concentration of residents and visitors in the area (TRPA 2012a, page 3.11-17). However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of the Tourist Core (i.e.,Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola at Heavenly Village, Van Sickle Bi-State Park, and on the Nevada side, Kahle Community Park and Community Center, Edgewood Tahoe Golf Course [golf and public beach], the Nevada Stateline-to-Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails). Furthermore parcels are zoned as open space where passive recreation uses are permitted. It is anticipated that development within the Tourist Core could expand public recreation opportunities within the boundary limits. Therefore, any new demand that is created by development within the Tourist Core is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

The Lake Tahoe Unified School District maintains South Tahoe Middle School (located southwest of the Tourist Core Area Plan), which has tennis courts, ball fields, and a gymnasium, and Bijou Elementary School (located south of the Tourist Core Area Plan), which has play areas. Forest lands managed by the U.S. Forest Service located near the Tourist Core Area Plan provide opportunities for active and passive outdoor recreation.

The City of South Lake Tahoe Parks and Recreation Department maintains the following facilities that are near the Tourist Core plan area.

| Parks and Recreation Facilities within City of South Lake Tahoe | | |
|---|---|---|
| **Name** | **Address** | **Facilities** |
| Recreation and Aquatics Center | Rufus Allen Blvd. near its intersection with US Highway 50 | Construction on a new recreation and aquatics center is scheduled for 2024. The new facility includes a pool, lazy river, gym, elevated track, commercial grade kitchen, and meeting rooms. |
| Recreation and Swim Pool Complex | 1180 Rufus Allen Blvd. | Pool, weight room, multi-purpose gym, BBQ, new outdoor playground, sand volleyball court, meeting and party room rentals, adult, youth and teen programs, snack bar, and swim shop. |
| Ice Arena | 1176 Rufus Allen Blvd. | NHL size ice surface with public skating, classes and hockey programs. Café, video arcade, disc sales, party room rentals, and pro shop. |
| Campground by the Lake | 1150 Rufus Allen Blvd. | Open April–October. Cabins, group sites, hook ups. |
| Bijou Municipal Golf Course | 3464 Fairway Ave. & Johnson Blvd. | Open May–October. 9-hole executive golf course with pro shop, practice net, putting green, snack bar and rentals. |

| | | |
|---|---|---|
| South Lake Tahoe Recreation Area, El Dorado Beach, Boat Ramp & Parking | On US 50 at Lakeview Ave. | Concessionaire, picnic and BBQ areas. Boat ramp availability depends on lake level. |
| Conolley Beach | Behind Timber Cove Lodge on US 50 | Public beach. |
| Lakeview Commons and El Dorado Beach | On US 50 across from Campground by the Lake | Public beach. |
| Regan Beach | ½ mile west of El Dorado Beach off Lakeview Avenue at Sacramento Avenue | Public beach, playground, volleyball court, concessions, and restrooms. |
| Bijou Community Park | 1201 Al Tahoe Blvd. | Group picnic shelters, gazebo/bandstand, playground, game court area, sand volleyball courts, horseshoe pits, fitness trail, 27-hole disc golf course, skateboard park (helmets and pads required), and a central concession/restroom building. |
| South Lake Tahoe Community Play Fields | 1300 Al Tahoe Blvd. | 110,000 sq. ft. synthetic turf multi- use play fields with warm-up area, parking, and restrooms. |
| South Lake Tahoe Senior Center | 3050 Lake Tahoe Blvd. | Facility with meeting rooms and programs. |
| Explore Tahoe — An Urban Trailhead | 4114 Lake Tahoe Blvd. | Tahoe Visitor's Center. |
| Ski Run Park | 1195 Ski Run Blvd | Community park currently under construction that include a play field, playground, and adventure play structures. |

The Tourist Core Area Plan supports the development of new recreational opportunities (which constitutes additional recreation capacity) such as the South Shore Greenway shared-use path, the Nevada Stateline-to-Stateline Bikeway and a possible connector shared-use path between Market Street and Van Sickle Bi-State to link the Tourist Core to Douglas County's South Shore Area Plan area. The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 of the TRPA Code (Section 20.703.260 of the Douglas County Code). Currently, the only existing uses within the Tourist Core that would require the allocation of PAOTs from TRPA are beach recreation uses and marinas. Expansion of a marina facility would also require the preparation of a Marina Master Plan and a supporting EIS. No additional PAOTs have been assigned to the Tourist Core Area Plan but may be allocated by TRPA to projects on a project-by-project basis.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

**133. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in maintenance of public facilities, including roads? (TRPA 14e)**

The Tourist Core Area Plan Amendments would not alter or revise policies and practices pertaining to maintenance of public facilities, including roads. The City General Plan, Public/Quasi-Public Facilities and Services Element, (CSLT 2011b, page PQP-4) lists the following goal and policy:

Goal PQP-1.1: To ensure the timely maintenance, expansion, and upgrades of public facilities and services for the entire community.

Policy PQP-1.5: The City shall require that new development pay it fair share of the cost of providing new public services and/or the costs of expanding/upgrading existing facilities in services impacted by new development.

Policy PQP-1.8: The City shall identify operations and maintenance costs and priorities for existing infrastructure, and identify and develop a fair, equitable, and stable fiscal program to finance the ongoing maintenance of infrastructure

Therefore, subsequent projects under the Tourist Core Area Plan would be required to pay all appropriate fees associated with the maintenance of public facilities. Any subsequent projects proposed within the Tourist Core would be subject to permitting by City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate how any additional public maintenance requirements would be accomplished.

Environmental Analysis*: No Impact.*

Required Mitigation: **None.**

**134. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in other governmental services? (TRPA 14f)**

There are no other known governmental services that would be directly affected by development associated with the Tourist Core Area Plan.

Environmental Analysis*: No Impact.*

Required Mitigation: **None.**

### 5.4.17 Recreation

This section presents the analyses for potential impacts to recreation. Table 23 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 23: Recreation**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 135. 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? (CEQA XVa) | | | **X** | |
| 136. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVa) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 137. Create additional demand for recreation facilities? (TRPA 19a) | | | | **X** |
| 138. Create additional recreation capacity? TRPA 19b) | | | | **X** |
| 139. Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c) | | | | **X** |
| 140. Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d) | | | | **X** |

**135. 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? (CEQA XVa)**

See discussion and analysis in Question 132 above for parks and recreation impacts.

Development associated with the Tourist Core Area Plan could generate additional recreation demand by increasing the concentration of residents and visitors in the area and therefore have an effect on recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of the Tourist Core (i.e,Ski Run Park, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola at Heavenly Village, Van Sickle Bi-State Park, Bijou Golf Course, and on the Nevada side, Kahle Community Park and Community Center, Edgewood Tahoe Golf Course [golf and public beach], the Nevada Stateline-to-Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails). The Tourist Core Area Plan also proposes policies and implementing strategies to enhance public transit, biking and pedestrian linkages to recreation uses within and beyond the boundaries of the Tourist Core Area Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary will limit the disproportional effect on any one recreation site or activity.

Furthermore implementation of adopted City's General Plan policies would ensure that existing city parks and recreation facilities would be improved, expanded, and provided with enhanced access for residents. Currently, the City is constructing the Ski Run Park located within the plan area and the new Recreation Center located in near proximity to the Toruist Core, which is slated to open in 2026. Moreover, Policy ROS-1.5 would develop community pool facilities that can be used year-round, while Policy ROS-1.4 would expand and improve the Bijou Golf Course. Additionally, Policy ROS-1.12 seeks to develop more parkland, which would alleviate the existing need for additional developed parkland in the city as well as the anticipated increase in demand for all parks and recreational facilities that would result from implementation of the General Plan (CSLT 2010, page 4.14-9). As a result of this policy, the Ski Run Neighborhood Park is currently under construction and will serve neighborhoods located adjacent to the TSC-MUC District. Therefore, the potential for increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the Tourist Core Area Plan is not expected to result in a substantial physical deterioration of existing or proposed recreation facilities.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**136. Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVb)**

See discussion and analysis in Question 132 above for parks and recreation impacts.

The Tourist Core supports the development of new recreational opportunities within and outside the Tourist Core (which constitutes additional recreation capacity) such as the South Shore Greenway shared-use path, the Nevada Stateline-to-Stateline Bikeway and a possible connector shared-use path between Market Street and Van Sickle Bi-State Park to link the Tourist Core to Douglas County's South Shore Area Plan area. In addition, the Area Plan proposes the construction of Class I bike paths and Class II bike lanes throughout the Tourist Core to connect visitors and residents to recreation opportunities.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**137. Will the Project create additional demand for recreation facilities? (TRPA 19a)**

See discussion and analysis in Question 132 above for parks and recreation impacts.

Environmental Analysis: *No Impact*.

Required Mitigation: **None.**

**138. Will the Project create additional recreation capacity? (TRPA 19b)**

See discussions and analyses in Questions 132, 135 and 136 above that concludes that any potential new recreation demand that is created by development within the Tourist Core is expected to be easily met. Furthermore, the Tourist Core Area Plan also proposes policies and implementing strategies to enhance public transit, biking and pedestrian linkages to recreation uses within and beyond the boundaries of the Tourist Core Area Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary, the disproportional effect on any one recreation site or activity will be reduced.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**139. Will the Project have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)**

No specific projects are being considered as part of the Tourist Core Area Plan, and any projects permitted through the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting. Goal R-5 of the Regional Plan specifically addresses incompatibility of recreational uses and the associated system for regulating PAOTs (Section 50.9 of the TRPA Code), which would preclude any conflicts between existing or proposed recreational uses (TRPA 2012d, pages 5-7 and 5-8). Additionally, the potential for expanded land uses to create conflicts between existing land uses was analyzed in Impact 3.11-2 of the RPU EIS (TRPA 2012a, page 3.11-21) and was found to be less than significant due to the existing protections in the goals and policies of the Regional Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**140. Will the Project result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)**

Direct public access to Lake Tahoe and public lands within the Tourist Core is available at the Ski Run Marina and Beach, Lakeside Marina and Van Sickle Bi-State Park. Access is also available to guests of private lakefront tourist accommodation uses that provide access to paying guests. Public access is also now available on lands privately owned by Edgewood Companies just north of the Area Plan boundary. The TRPA-approved Edgewood Lodge and Golf Course Improvement Project included the development of a public beach and a pedestrian path extending from the beach to Lake Parkway, thereby creating additional public access to Lake Tahoe from the Tourist Core Area Plan boundaries.

The Tourist Core Area Plan includes state-owned parcels that provide direct access to the Van Sickle Bi-State Park. Other public lands are limited to land owned by the City used to treat stormwater runoff or for SEZ restoration purposes. Development within the Tourist Core would not result in a decrease or loss of access to these public lands. The Tourist Core Area Plan would specifically implement the following policies related to recreation:

- **Policy R-1.1**
  Develop an interconnected system of open spaces, gathering places, bike and pedestrian trails, and other types of public and private spaces as part of new development and redevelopment of existing sites.

- **Policy R-3.1**
  Develop a bike trail system that links Ski Run Marina, Ski Run Boulevard, the pedestrian/tourist center at Stateline, Lakeside Beach area and Van Sickle Bi-State Park.

- **Policy R-3.2**
  Provide pedestrian and bicycle access from the Tourist Center District to Lake Tahoe and Van Sickle Bi-State Park along Stateline Avenue and Park Avenue.

- **Policy R-4.1**
  Improve transit and trail connections that access beach recreation facilities.

Therefore, implementation of the proposed policies above, creating and preserving additional open space, construction of additional bike trails, and constructing the South Tahoe Greenway are consistent with TRPA policies encouraging the preservation of natural areas. Providing access to public recreation lands will result in a **beneficial impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

### 5.4.18 Transportation and Traffic (CEQA) and Traffic and Circulation (TRPA)

This section presents the analyses for potential impacts to transportation, traffic and circulation. Table 24 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 24: Transportation, Traffic and Circulation**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 141. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (CEQA XVIa) | | | X | |
| 142. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (CEQA XVIb) | | | X | |
| 143. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (CEQA XVIc) | | | | X |
| 144. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVId) | | | X | |

| | | | | |
|---|---|---|---|---|
| 145. Result in inadequate emergency access? (CEQA XVIe) | | | **X** | |
| 146. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVIf) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 147. Generation of 650 or more new average daily Vehicle Miles Travelled? (TRPA 13a) | **X, LTS** | | | |
| 148. Changes to existing parking facilities, or demand for new parking? (TRPA 13b) | | | | **X** |
| 149. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c) | | | | **X** |
| 150. Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d) | | | | **X** |
| 151. Alterations to waterborne, rail or air traffic? (TRPA 13e) | | | | **X** |
| 152. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f) | | | | **X** |

**141. Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (CEQA XVIa)**

The Tourist Core Area Plan Amendments would not alter, revise or conflict with applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Consistent with the Regional Plan, development and redevelopment associated with the Tourist Core Area Plan as a whole, and individual projects therein, that would generate a net increase of 1,300 vehicle miles traveled (VMT) or more would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. For any new VMT that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring an applicant to meet the standards of significance listed in Table 65.2.3-1. In accordance with Section 65.2.4.C of the TRPA Code, regional and cumulative mitigation measures may include, but not be limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use

of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. In order to offset regional and cumulative impacts, additional development, excepting deed-restricted affordable, moderate, and achievable housing development within areas eligible for Residential Bonus Units, shall contribute to the Mobility Mitigation Fund. The amount of contribution is established in Code subparagraph 65.2.4.D. Thus, this impact would be less than significant.

Also see discussion and analysis in Question 19 above which conclude that all signalized intersections are found to attain LOS standards and analysis in Question 142 below which concludes that the 2013 Tourist Core Area Plan is consistent with applicable congestion management programs.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**142. Would the Project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (CEQA XVIb)**

The Tourist Core Area Plan Amendments would not alter, revise or conflict with applicable congestion management program including but not limited to, level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways. TRPA is the designated Regional Transportation Planning Agency in the Tahoe Basin and has established Level of Service standards for roadways and intersections and Vehicle Miles of Travel (VMT) standards.

The potential effect is the same as those analyzed in the City General Plan Update EIR, which included an evaluation of LOS for a total of nine key roadway segments and eleven intersections. Four roadway segments are partially or wholly located within the Tourist Core (US Highway 50, Ski Run Boulevard and Pioneer Trail). Three intersections are located within the Tourist Core (US Highway 5/Park Avenue, US Highway 50/Pioneer Trail, and US Highway 50/Ski Run Boulevard). At full build out under the General Plan the GP EIR concluded that all roadway segments and all intersections would achieve the LOS standards under year 2030 traffic conditions (CSLT 2010, pages 4.4-30 through 4.4-40). The amount and location of potential development allowed in the Tourist Core is consistent with the City General Plan, thus implementation of the Tourist Core Area Plan impact is less than significant.

The RPU EIS also evaluated roadway LOS in 2035 along US 50 at Stateline and intersection LOS at the US 50/Ski Run Boulevard and 50/Park Avenue intersections. The assumptions regarding future development in the Tourist Core are articulated in Appendix E.7 of the RPU EIS (2012a). These assumptions include an increase in residential, tourist accommodation, and commercial uses in the Tourist Core, consistent with increases that could occur under implementation of the Regional Plan. The amount and location of potential development allowed in the Tourist Core Area Plan is consistent with the Regional Plan and the RPU EIS analysis. Therefore, based on this modeling, roadway and intersection LOS standards along roadway segments in the Tourist Core would be acceptable in 2035 (TRPA 2012a, pages 3.3-42 and 3.3-44). As documented above for question 141, any project implemented under the Tourist Core Area Plan would require mitigation for new VMT at a project level.

The Tourist Core Area Plan is consistent with the Regional Plan and analysis of VMT contained in the Regional Plan EIS. The City of South Lake Tahoe is also subject to the residential allocation procedures established by the TRPA Code that phases the release of land use allocations contingent upon VMT Threshold being maintained. Therefore, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**143. Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (CEQA XVIc)**

The Project provides for bicycle and pedestrian transit changes and does not change air traffic patterns or air traffic.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**144. Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVId)**

Consistent with the TRPA Regional Plan and City General Plan, implementation of the Tourist Core Area Plan is expected to enhance pedestrian and bicycle safety. Figure 6-1 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Tourist Core. The proposed facilities include sidewalks along Park Avenue, Stateline Avenue, and Pioneer Trail, and in locations along US 50 where sidewalks do not currently exist; completion of bike lanes on US Highway 50, Park Avenue, Pine Avenue and Lakeshore Boulevard; and a connector shared-use path between Market Street and Van Sickle Bi-State Park. Further, Policy T-2.5 of the Transportation and Circulation Element requires sidewalks for all new and expanded uses. The proposed Tourist Core Area Plan improvements would 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 and traffic related facilities proposed in the Tourist Core Area Plan would to conform to the appropriate federal, state and local roadway, sidewalk intersection design standards (e.g., ASHTOO, MUTCD, Caltrans Highway Design Manual and City Roadway Design Standards) for public health and safety reasons.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**146. Would the Project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVIf)**

The implementation of the Tourist Core Area Plan would implement policies of the adopted TRPA Regional Plan and City General plan which encourages a land use pattern that promotes the use of alternative modes of transportation. Tourist Core Area Plan policies calls for construction of pedestrian sidewalk, bike paths, bike lanes and expansion of transit routes to recreation sites. It is expected that the adding sidewalks, dedicated paths, and enhanced transit options will improve safety conditions and allow efficient movement of people in the Tourist Core . To the degree that adoption of the Area Plan results in expanded implementation of these strategies, this impact would be beneficial.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**147. Will the Project result in generation of 650 or more new average Daily Vehicle Miles Travelled? (TRPA 13a)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from and consist with the RPU EIS.

While the 2013 Tourist Core Area Plan as amended would permit development which could result in generation of new VMT, this change is consistent with the increase in development envisioned in the Regional Plan and analyzed in the RPU EIS, which projected to result in a 10 percent reduction in VMT region wide. Further, the proposed amendment under consideration is not a single project (to which the standard of 650 or more VMT is applicable), but an Area Plan, the implementation of which would likely result in some level of traffic increase.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to trip generation. Consistent with the Regional Plan, development and redevelopment associated with the Tourist Core Area Plan as a whole, and individual projects therein, is likely to generate 650 or more new average daily VMT. TRPA's updated project assessment process replaces average daily vehicle trip ends with VMT to determine a project's impact to transportation. The updated process screens eventual Area Plan development projects from additional analysis depending on its location: less than 1,300 average daily VMT when a project is within, or within 1⁄2 mile of a town or regional center; less than 715 average daily VMT in all other areas in the Region. Any subsequent project implemented under the Tourist Core Area Plan that would generate a net increase of VMT over these standards would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. For any new VMT that are generated by unexempted Area Plan projects, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring payment of the calculated Mobility Mitigation Fee. The mobility mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Thus, this impact would be less than significant.

See also response to Question 142 above.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

**148. Will the Project result in changes to existing parking facilities, or demand for new parking? (TRPA 13b)**

While the proposed Tourist Core Area Plan Amendments could result in changes to existing parking facilities, the changes would be consistent with the development envisioned in the Regional Plan and analyzed in the Regional Plan Update and the RPU EIS. Therefore, the potential changes to existing parking facilities would comply with the Regional Plan and would occur in compliance with the City and TRPA Codes.

The City Code (Chapter 6.10) and proposed amendments to the Tourist Core Area Plan design standards (Appendix C) require any subsequent development under the Area Plan to meet standards for parking supply and design. The proposed Area Plan amendments include possibilities for reductions to parking supply standards for multi-family residential and commercial projects located within 0.5 mile of transit stops or with contribution to alternative transportation measures. To utilize the reduced parking standards, an applicant must demonstrate that the alternative parking standards would not impact offsite parking

facilities. As this would ensure the adequate design and provision of parking, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**149. Will the Project result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)**

See discussions and analyses for Questions 147, 148, 150, 151 and 152.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**150. Will the Project result in alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)**

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.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to roadway and intersection level of service (LOS). The total amount of new development in the Tourist Core is constrained by the growth control system in the Regional Plan and the proposed new permissible uses in the Tourist Core Area Plan would be consistent with the types of uses envisioned in the Regional Plan (see project description of this IS/IEC). As such, the Tourist Core Area Plan is within the envelope of the Regional Plan, and no additional information on potential future projects within the Tourist Core is known. Therefore, there is no need to further analyze roadway and intersection LOS beyond what was contemplated for the Regional Plan.

The RPU EIS evaluated roadway LOS in 2035 along US 50 at Stateline and intersection LOS at the US 50/Ski Run Boulevard and 50/Park Avenue intersections. The assumptions regarding future development in the Tourist Core are articulated in Appendix E.7 of the RPU EIS (2012a). These assumptions include an increase in residential, tourist accommodation, and commercial uses in the Tourist Core, consistent with increases that could occur under implementation of the Tourist Core Area Plan. Based on this modeling, roadway and intersection LOS standards along roadway segments in the Tourist Core would be acceptable in 2035 (TRPA 2012a, pages 3.3-42 and 3.3-44). However, because modeling conducted for the RPU predicted further degradation of roadway LOS along two roadway segments on the north shore that are already operating at unacceptable levels, Sections 50.4.2 and 50.4.3 of the TRPA Code were added to include the phased release of land use allocations followed by monitoring and forecasting of actual roadway LOS. Proposed amendments would add parcels to the Area Plan boundary, but buildout assumptions for residential units and commercial floor area are not substantially increased. Further, any subsequent project implemented under the Tourist Core Area Plan that would generate a net increase of VMT over the standards of significance (Code Section 65.2.3.D.2) would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. Any impacts on roadway or intersection LOS would require mitigation at a project level. Thus, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**151. Will the Project result in alterations to waterborne, rail or air traffic? (TRPA 13e)**

The proposed permissible uses in the Tourist Core Area Plan, as listed in Appendix C of the Tourist Core Area Plan, prohibit future development of rail and air traffic within the Tourist Core.

With respect to waterborne traffic, the Tourist Core Area would not alter or revise the regulations pertaining to Shorezone activities. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 85 of the TRPA Code. The Tourist Core Area Plan identifies waterborne transit stops at the Ski Run Marina and the Lakeside Marina but does nothing in the Tourist Core Area Plan (e.g., use changes) to alter waterborne traffic beyond what is currently allowed under existing conditions and permitted to occur under the TRPA Shorezone Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**152. Will the Project result in increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)**

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.

Consistent with the TRPA Regional Plan and City General Plan, implementation of the Tourist Core Area Plan is expected to enhance pedestrian and bicycle safety. Figure 6-1 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Tourist Core. The proposed facilities include sidewalks along Park Avenue, Stateline Avenue, and Pioneer Trail, and in locations along US 50 where sidewalks do not currently exist; completion of bike lanes on US Highway 50, Park Avenue, Pine Avenue and Lakeshore Boulevard; and a connector shared-use path between Market Street and Van Sickle Bi-State Park. Further, Policy T-2.5 of the Transportation and Circulation Element requires sidewalks for all new and expanded uses. The Tourist Core Area Plan improvements would 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.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

### 5.4.19 Tribal Cultural Resources (CEQA)

This section provides analysis regarding the project's potential for substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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, as it applies to the following below, identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 43: Tribal Cultural Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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: | | | | |
| 153. 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) (CEQA XVIIIa) | | | **X** | |
| 154. 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (CEQA XVIIIb). | | | **X** | |

**153. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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 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)? (CEQA XVIIIa)**

The proposed amendment does not alter regulations pertaining to tribal cultural resources.

There is no evidence of intact, potentially significant Washoe cultural sites within the existing Tourist Core plan area. 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 March 13, 2023. To date, no response has been received.

Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of tribal cultural resources and provide processes to avoid or minimize impacts to 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 amendment area will be required compliant 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.

See discussion and analysis for Questions 47 through 50 above. Implementation of federal and state regulations, TRPA Code (Chapter 67), and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or mitigate impacts to these resources. Therefore, any development associated with the proposed amendments would not result in a physical change that would affect unique ethnic cultural values. Thus, this impact is considered to be **less than significant**.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None.**

**154. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (CEQA XVIIIb).**

See discussion and analysis for Question 153 above.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None.**

### 5.4.20 Utilities and Service Systems (CEQA) and Energy and Utilities (TRPA)

This section presents the analysis for potential impacts to utilities, service systems and energy. Table 25 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 25: Utilities, Service Systems and Energy**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 155. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa) | | | **X** | |
| 156. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIb) | | | **X** | |
| 157. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIc) | | | | **X** |
| 158. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIId) | | | **X** | |
| 159. 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? (CEQA XVIIe) | | | **X** | |

| | | | | |
|---|---|---|---|---|
| 160. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIIf) | | | **X** | |
| 161. Comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVIIg) | | | | **X** |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 162. Use of substantial amounts of fuel or energy? (TRPA 15a) | | | | **X** |
| 163. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b) | | | | **X** |
| Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities: | | | | |
| 164.Power or natural gas? (TRPA 15a) | | | | **X** |
| 165.Communication systems? (TRPA 15b) | | | | **X** |
| 166. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 15c) | | | | **X** |
| 167. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 15d) | | | | **X** |
| 168. Storm water drainage? (TRPA 15e) | | | | **X** |
| 169. Solid waste and disposal? (TRPA 15f) | | | | **X** |

**155 Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa)**

Implementation of the Tourist Core Are Plan would require some additional wastewater conveyance and treatment capacity. However, in the south shore, existing average wastewater flow rates is little more than half of the total export capacity (Table 26). Because the permitted growth in the Regional Plan would result in very low levels of growth, development under the Tourist Core Area Plan would not double wastewater flow rates, thus, it is reasonable to assume that sufficient capacity would be available to accommodate increased levels of new commercial, tourist and residential units in the Tourist Core.

Furthermore, all development permitted by the Tourist Core Area Plan 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. Section 50.4.1(C) of the TRPA Code prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, page 3.13-16).

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code. Therefore, implementation of the Tourist Core Area Plan would not cause sewage treatment capacity to exceed the permitted capacity of the service provider.

As the STPUD wastewater treatment plant currently exhibits excess capacity of 3.7 mgd on average dry days, the project is not expected to require additional treatment capacity at the wastewater treatment plant. Moreover, STPUD wastewater demand projections for 2028 were estimated to be 5.8 mgd, which is well within the maximum capacity of 7.7 mgd.

**Table 26 Average Flow Rates and Total Capacity**

| Export District | Average Flow (mgd) | Total Capacity (mgd) | Average Remaining Capacity (mgd) |
|---|---|---|---|
| South Tahoe Public Utility District | 4.0 | 7.7 | 3.7 |

Source: STPUD Sewer System Management Plan, May 2020

As described above, the wastewater generated by potential increases in development within the Tourist Core plan area would not require additional capacity or infrastructure. The proposed amendments would help facilitate development within the Area Plan, but would add little additional development potential at buildout given the existing TRPA growth management restrictions. Therefore, the Toruist Core Area Plan would have a **less than significant** impact on wastewater collection and treatment systems.

Environmental Analysis*: Less than Significant Impact.*

Required Mitigation: **None**.

**156. Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIb)**

See discussion and analysis for Question 155 above that concludes adequate wastewater capacity exists and therefore the construction of new water or wastewater treatment facilities or expansion of existing facilities is unlikely.

The existing General Plan and 2013 Tourist Core Area Plan policies would ensure that the City coordinates with STPUD and the other water purveyors in the Tourist Core plan area on the planning and construction of water supply infrastructure required by new development. These policies would also ensure that the City requires new development to pay its fair share of the costs of expanding and upgrading existing facilities and services impacted by the new development as well as to meet minimum fire flow requirements. As such, this impact is considered to be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**157. Would the Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIc)**

All development permitted though the Tourist Core Area Plan would be required to meet TRPA BMP standards to reduce runoff and pollutant loading from impervious cover as specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year, 1- hour storm are required for approval of all projects. Therefore, there would be no unplanned alterations or improvements to existing stormwater drainage systems associated with the Tourist Core Area Plan.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

**158. Would the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIId)**

Implementation of the Tourist Core Are Plan would result in some increased demand for water supply for new residential units, tourist accommodation units, and commercial and public service facilities. However surface water allocation to the Tahoe Region pursuant to the Truckee River Operating Agreement (TROA) is 34,000 acre feet/year (afy), and projected Region-wide demand is approximately 28,079 afy (TRPA 2012, page 3.13.-11). Additional demand generated by the TRPA Regional Plan is approximately 1,725 afy which, given remaining water supply availability, could be accommodated with existing supplies. Thus, it is reasonable to assume that sufficient capacity would be available to accommodate increased levels of new commercial, tourist and residential units in the Tourist Core.

Furthermore, all development permitted by the Tourist Core Area Plan would be 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.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code. Therefore, implementation of the Tourist Core Area Plan would not create water use in excess of the maximum permitted capacity of the service provider. Thus, this impact is **less than significant.**

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**159. 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? (CEQA XVIIe)**

All development permitted by the Tourist Core Area Plan 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. Section 50.4.1(C) of the TRPA Code prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, page 3.13-16). Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**160. Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIIf)**

This potential effect is the same as that analyzed in the General Plan Update EIR where up to 1,162 new residential units and up to 386,000 square feet of CFA is expected to be developed during the 20 year buildout period. Based on a per capita residential solid waste generation rate of 0.25 tons per resident per year (CIWMB, 2007b) and a 2009 average of 2.460 persons per household (DOF, 2009), the anticipated residential development would be expected to generate an additional 715 tons of solid waste per year by 2030. Based on an average per employee solid waste generation rate of 1.3 tons per employee per year (CIWMB, 2007c) and an estimated 2,245 new employees in the Planning Area, the anticipated commercial development would be expected to generate an additional approximately 2,919 tons per year. Therefore, full buildout of the proposed General Plan Update would result in the generation of approximately 3,634 additional tons of solid waste per year by 2030 (or about 10 tons per day) with a portion of that attributable to the Tourist Core Area Plan.

As discussed above, South Tahoe Refuse (STR) is under contract with the City to collect solid waste from city households and businesses as well as to process and transfer all solid waste for disposal or recycling. STR's main facility, which consists of a transfer station, materials recovery facility, and the Tahoe Basin Container Service, has a total permitted capacity of 370 tons per day, but currently receives 200 to 250 tons per day. The remaining capacity of 120 to 170 tons per day is sufficient to serve the growth anticipated under the proposed General Plan Update. Any additional staffing or equipment required to increase service to the city would be funded through the additional service rates that would be collected by STR from the new development. Solid waste is expected to be disposed of at the Lockwood Regional Landfill in Sparks, Nevada. This landfill has a total capacity of approximately 43 million tons and is expected to reach capacity by the year 2025. However, multiple large-scale expansions to the facility are expected before this capacity is reached. In addition, the city currently achieves a nearly 50 percent diversion rate (CIWMB, 2008a); therefore, the increase in solid waste requiring disposal at the landfill would be anticipated to be about half that generated by the planned development or approximately 1,817 tons year or 5 tons per day. In addition, implementation of the City's Sustainability Plan includes developing a recycling action plan to achieve a 55 percent diversion rate.

Both the STR main facility and the Lockwood Regional Landfill have sufficient capacity to manage the growth anticipated under the proposed General Plan Update as well as the Tourist Core Area Plan. Therefore, this impact is considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**161. Would the Project comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVIIg)**

The Lockwood Regional Landfill will receive solid waste generated within the Tourist Core and have sufficient capacity to serve the needs as discussed in Question 158 above. 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 the Tourist Core would be subject to Chapter 23 of the City Code regulating refuse and garbagTRPA 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 Tourist Core Area Plan complies with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**162. Will the Project result in use of substantial amounts of fuel or energy? (TRPA 15a)**

All development permitted through the Tourist Core Area Plan would occur in accordance with the Regional Plan and City Code. While any new construction would require electric and natural gas service as part of the basic services (Chapter 32 of the TRPA Code) the entire area within the Tourist Core is located within close proximity to existing electric and gas infrastructure. Additionally, projects requiring new or modified connections would be subject the requirements and fees of the applicable utility providers. 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, page 3.13-20).

Also see discussion and analysis for Question 110 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**163. Will the Project result in substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)**

See discussion in Question 162 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand create by implementation of the Tourist Core Area Plan would not exceed available capacity, or require the development of new sources of energy. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**164. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to power or natural gas? (TRPA 16a)**

See discussion and analysis for Question 162 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand create by implementation of the Tourist Core Area Plan would not result in a need for new systems, or substantial alterations to power or natural gas. Thus, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**165. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to communication systems? (TRPA 16b)**

Communication systems are not listed as a required basic service by TRPA Code or the City Code; however, the City Code requires any communication wires to be installed underground (Section 8-35 SLTCC). Any development or redevelopment permitted through the Tourist Core Area Plan would be located within existing service areas for communication systems providers. Each project would be responsible for any elected connection or subscription to communication systems within the region. Additionally, the increased development and re-development could stimulate investment in improved broadband service, which was identified as a need in the Lake Tahoe Basin Prosperity Plan (WNDD 2010). Thus, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**166. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 15c)**

See discussion and analysis for Question 156 above that concludes additional capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional water is unlikely. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**167. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 15d)**

See discussions and analyses for Questions 155, 156 and 159 above that concludes additional sewage capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional treatment capacity is unlikely. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**168. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to storm water drainage? (TRPA 15e)**

See discussion and analysis for Question 157 above, concluding that this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**169. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to solid waste and disposal? (TRPA 15f)**

Implementation of the Tourist Core Are Plan would result in some new development that would increase the Region's overall solid waste generation. Solid waste generation under the TRPA Regional Plan is anticipated to increase to 115,200 tons per year with some small portion of that attributable to the Tourist Core Area Plan. Given the substantial existing capacity of 22 million tons, and planned expansion that would allow for a total capacity of 204 million tons at the Lockwood Regional Landfill, waste disposal needs for development under the Tourist Core Area Plan could be adequately served in the future. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

### 5.4.21 Mandatory Findings of Significance

This section presents the analyses for mandatory findings of significance. Table 27 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 27: Mandatory Findings of Significance**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 170. Does the Project have the potential to 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? (CEQA XVIIIa) | | | X | |
| 171. 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)? (CEQA XVIIIb) | | | X | |
| 172. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XVIIIc) | | | X | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 173. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish | | | | X |

| | | | | |
|---|---|---|---|---|
| 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? (TRPA 21a) | | | | |
| 174. 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.) (TRPA 21b) | | | | **X** |
| 175. 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?) (TRPA 21c) | | | | **X** |
| 176. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d) | | | | **X** |

**170. Does the Project have the potential to 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? (CEQA XVIIIa)**

Fish and Aquatic Habitat

The Tourist Core Area Plan Amendments would not alter or revise any TRPA Regional Plan policies pertaining to the Shorezone and Lakezone, management of aquatic resources, or permitting of projects affecting these habitats. In accordance with Section 13.7.3 , TRPA retains responsibility for implementing and enforcing all Shorezone regulations (Chapters 80 through 85 of the TRPA Code). The Tourist Core Area Plan would permit development and redevelopment only in accordance with the Regional Plan and General Plan, and any projects proposed within the plan area that could affect aquatic habitats would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing policies and code provisions, found to be less than significant (TRPA 2012a, page 3.10-45). Construction activities could result in temporary increases in sedimentation, small amounts of fill placed in aquatic habitats, and the release and exposure of construction-related contaminants. As under existing conditions, these impacts would be minimized and mitigated through construction BMPs and compensatory mitigation requirements as specified in TRPA and City policies and code provisions, and other applicable federal and state regulations.

Rare or Endangered Species and Communities

The Tourist Core Area Plan Amendments would not alter or revise TRPA Regional Plan policies regarding the protection of rare, endangered, or sensitive plant and animal communities. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code is still required for all project review delegated to the City. The Tourist Core Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and City General Plan, and any projects proposed within the plan area that could affect sensitive plant or animal communities would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions and requirements, found to be less than significant (TRPA 2012a, page 3.10-50). During project-level environmental review, potential impacts to protected plant or animal communities would be identified and minimized through the design process and/or through compensatory mitigation, as required under TRPA and applicable federal and state regulations. Additionally, any new development and redevelopment with the Tourist Core Area Plan boundary would occur in accordance with TRPA policies that incentivize transfers of land coverage and development rights from sensitive lands, and require restoration and retirement of the sending sites (TRPA 2012a). This policy could result in a benefit to the associated special status species through enhancement and restoration of riparian and wetland habitats.

Cultural, Historical, and Archeological Resources

The Tourist Core Area Plan Amendments would not alter or revise TRPA Regional Plan policies regarding the protection of cultural, historical, or archeological resources. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code is still required for all project review delegated to the City. In addition, federal and state regulations address protection of

these resources and provide mechanisms to minimize impacts. The Tourist Core Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and the City General Plan, some of which could occur on properties with known or unknown cultural, historical, or archeological resources. With the Tourist Core Area Plan boundary, known cultural and historic resources of local interest include the former Lapham Hotel and McCombers Station. The potential impacts to cultural resources were analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions, found to be less than significant (TRPA 2012a, beginning on page 3.15-13). During project-level environmental review, cultural, historical, and archeological resources specific to the site would be identified, significance determined, and appropriate mitigation implemented in accordance with federal, state, City, and TRPA regulations.

Because the Tourist Core Area Plan Amendments propose no changes to existing policies regarding aquatic habitats, special status plant or animal communities, or to cultural, historical, and archeological resources, and because federal, state, and TRPA protections are already in place, implementation of the Tourist Core Area Plan would not result in the degradation of these resources.

In addition, the Tourist Core Area Plan, as amended, is consistent with the TRPA Code of Ordinances Chapter 13.5.3.G concerning modification to Town Center boundaries. As analyzed herein, TRPA and the City have determined that implementation of the updated Area Plan, including all elements of the plan, existing environmental protection requirements, and adopted RPU and GP mitigation, would achieve and maintain TRPA's environmental threshold carrying capacities and result in environmental improvement. Therefore, the Tourist Core Area Plan Amendments would not have the potential to degrade the quality of the environment. Thus, these impacts are less than significant.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

**171. 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)? (CEQA XVIIIb)**

Like the General Plan itself, the Tourist Core 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 Tourist Core Area Plan over the long-term (i.e., 20 years) and are applicable to all programs and projects over this period, they are inherently cumulative in nature.

The cumulative projects contemplated in the GP EIR (TRPA 2012a, pages 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 Tourist Core Area Plan, their scope and characteristics are not known to have substantially changed, no additional cumulative projects or programs are known at this time.

Because the Tourist Core Area Plan, as amended, will be wholly consistent with the General Plan and because no specific projects are proposed for which contributions to cumulative impacts may be defined and assessed, the cumulative impacts analysis prepared for the Regional Plan is also applicable to the Tourist Core Area Plan.

As discussed in Questions 68, the GP EIR concluded that General Plan implementation could result in increased development, redevelopment, and construction activity resulting in an increase in overall greenhouse gas (GHG) emission that would make a cumulatively considerable contribution to global climate change. Because the Tourist Core Area Plan is consistent with and implements the General Plan and the GP EIR, development and population growth anticipated during the Tourist Core Area Plan horizon could also contribute cumulatively to global climate change. The GP EIR disclosed this significant effect; mitigated it and concluded that with implementation of relevant policies from the General Plan Update, the City's Sustainability Plan (which calls for development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 are anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with future TRPA future GHG reduction efforts and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts would ensure that City GHG emissions are mitigated. Thus, this impact is considered less than cumulatively considerable (CSLT 2011a, page 4.0-4 through 4.0-5). Because the Tourist Core Area Plan is consistent with and implements the General Plan and is consistent with the GP EIR, development and population growth anticipated during the Tourist Core Area Plan plan horizon is not expected to make a considerable contribution to global climate change. Thus this impact is considered less than significant.

Additional consideration is applied below to those resources that could result in more localized cumulative effects, including noise, geologic hazards, scenic resources, and recreation.

Traffic

The Tourist Core Area Plan potential effect on traffic was discussed under Section 5.4.18. The Tourist Core Area Amendments would not alter, revise or conflict with applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Consistent with the Regional Plan, development and redevelopment associated with the Tahoe Valley Area Plan as a whole, and individual projects therein, that would generate a net increase of 650 average daily VMT or more would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. For any new VMT that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring an applicant to contribute to the Mobility Mitigation Fund. The mobility mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Furthermore, all individual projects would be required to meet all applicable LOS standards for roadways and intersection standards. For these reasons the Tahoe Valley Area Plan, as amended would not contribute to an increase in traffic levels that results in cumulatively adverse impacts. Thus, this impact is less than significant.

Water Quality

The Tourist core Area Plan potential effect on water quality was discussed under Section 5.4.11. All new development and redevelopment within the Tourist Core would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin. Therefore, new development within the Tourist Core is not expected to cumulatively create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system.

Cultural Resources

The Tourist Core Area Plan potential effect on cultural resources was discussed under Section 5.4.7. Because federal and state regulations, the TRPA Code (Chapter 67) and General Plan Policies (CSLT 2010, pages NCR-6 trough NCR-7) address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources and any development associated with the Tourist Core Area Plan would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, it would not contribute to an adverse cumulative effect on archeological or historical resources.

Noise

The Tourist Core Area Plan potential effect on noise levels was discussed under Section 5.4.14. The Tourist Core Area Plan would continue or strengthen the noise standards currently in effect. In addition, the City and/or TRPA would continue to implement the project specific noise reduction measures described in the Regional Plan EIS, General Plan EIR and the Tourist Core Area Plan.For these reasons the Tourist Core Area Plan would not contribute to an adverse cumulative increase in noise levels.

Hazards

The potential for increased exposure to geologic hazards is addressed Section 5.4.8, above. Because existing TRPA and City protections are in place, and because project-specific environmental review would be required for all projects, implementation of the Tourist Core Area Plan would not result in increased exposure of people or property to geologic hazards. As part of the 2012 RPU EIS analysis, TRPA conducted an analysis of wildfire risk and its impact on emergency evacuation analysis, considering the amount of growth forecast for the region. This amendment does not propose additional growth, only amendments to area plan boundary, land uses and design standards intended to encourage buildout of the remaining residential and commercial development within the Tourist Core Area Plan. As such, the amendments do not exacerbate previously identified wildfire risk from the buildout development of new residential housing. The proposed amendments are focused on town centers and areas immediately adjacent to town centers, where wildfire danger is inherently less because these areas are further from the wildland-urban interface, and there is more defensible space and urban development (e.g., pavement). New housing developments and commercial buildings that may be facilitated by the amendments are still subject to local building standards that are written to ensure structures can withstand fire and be used to shelter in place. Thus, the proposed amendments would not contribute to an aderse cumulative effect on hazards.

Scenic Resources

Scenic resources are addressed under Section 5.4.3, above. Because the Tourist Core Area Plan carries forward and strengthens the existing scenic protections, and because all permitted projects would continue to meet the TRPA scenic threshold non-degradation standard, the Tourist Core Area Plan would not contribute to an adverse cumulative effect on scenic resources.

Recreation

The potential effects of the Tourist Core Area Plan on recreation facilities and demand are discussed under Section 5.4.17, above. The Tourist Core Area Plan protects existing recreational resources and provides for the development of increased recreation opportunities through the construction of a bike paths and lanes.

Summary

Implementation of the Tourist Core Area Plan would be consistent with land use changes and policies contemplated and analyzed in the GP EIR, including their potential to contribute to cumulative environmental effects. This discussion of cumulative effects tiers from the cumulative impact discussion included in the GP EIR. Additionally, the GP EIR identified resources with localized cumulative issues such as traffic, water quality, cultural resources, noise, geologic hazards, and scenic impacts, which were further analyzed in this IS/ND/IEC and were not found to have adverse cumulative effects. Therefore,m implementation of the Tourist Core Area Plan and the cumulative projects contemplated in the GP EIR would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**172. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XVIIIc)**

As described above, projects permitted through the Tourist Core Area Plan would require project-level environmental review and 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 Tourist Core Area Plan would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**173. 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? (TRPA 21a)**

See analysis in Question 170 that concludes that the Tourist Core Area Plan proposes no changes to existing policies regarding aquatic habitats, special status plant or animal communities, or to cultural, historical, and archeological resources, and because federal, state, and TRPA protections are already in place, implementation of the Tourist Core Area Plan would not result in the degradation of these resources.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**174. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (TRPA 21b)**

The TRPA Regional Plan is a broad suite of policies, ordinances, and land use controls designed specifically to achieve long-term environmental goals. The Tourist Core 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 (e.g., the TSC-MU, TSC-MUC, TSC-NMX and TSC-G) zoning districts) and the regional center (the TSC-C zoning district), 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 Tourist Core 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 Tourist Core Area Plan. However, as described in Section 5.4 of the RPU EIS, the Regional Plan will be implemented through projects that would have short-term effects, but through which long-term term environmental goals will be achieved.

The potential development permitted through the Tourist Core 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 Tourist Core 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).

Environmental Analysis: *Less than Signficant Impact.*

Required Mitigation: **None**.

**175. 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?) (TRPA 21c)**

See analysis in Question 171 that concludes implementation of the Tourist Core Area Plan would be consistent with land use changes and policies contemplated and analyzed in the RPU EIS, including their potential to contribute to cumulative environmental effects. This discussion of cumulative effects tiers from the cumulative impact discussion included in the RPU EIS. Additionally, the RPU EIS identified resources with localized cumulative issues such as noise, geologic hazards, scenic impacts, and recreation impacts, which were further analyzed in this IS/ND/IEC and were not found to have adverse cumulative effects. Therefore, but for the cumulative contribution to global climate change discussed above, implementation of the Tourist Core Area Plan and the cumulative projects contemplated in the RPU EIS would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**176. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)**

See discussion and analysis for Question 172 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

## 5.5 CERTIFICATION [TRPA ONLY]

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

| | | |
|---|---|---|
| Person preparing application | at County | Date |

## 5.6 REFERENCES

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# FINAL INITIAL STUDY/ NEGATIVE DECLARATION

(State Clearinghouse #2024040504)

for the

## TOURIST CORE AREA PLAN AMENDMENTS

Prepared for
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

Prepared by
Hauge Brueck & Associates
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May 10, 2024

# TABLE OF CONTENTS

**1.0 SUMMARY AND FINDINGS .....1**

**2.0 APPROVAL OF THE IS/ND .....2**

**3.0 RESPONSE TO COMMENTS .....2**

# 1.0 SUMMARY AND FINDINGS

**Project:** Tourist Core Area Plan Amendments
(SCH# 2024040504)

**Lead Agency:** City of South Lake Tahoe

## Project Contact:

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City of South Lake Tahoe
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South Lake Tahoe, CA 96150
Phone: (530) 542-7472
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## Project Description:

This Initial Study (IS) has been prepared to address the potential environmental effects of the Tourist Core Area Plan (TVAP) Amendments, located in the City of South Lake Tahoe, California. An Initial Study is a preliminary environmental analysis that is used by the California Environmental Quality Act (CEQA) lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. The IS has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §21000 et seq. The City of South Lake Tahoe is the CEQA lead agency for this project. This IS evaluates the potential for the Area Plan Amendment to adversely affect the physical environment, and is an informational document that provides the City, other public agencies, interested parties and the public with an objective assessment of the potential environmental impacts that could result from project implementation.

The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The proposed amendments would expand the Area Plan boundary to incorporate two parcels (APNs 029-352-010 and 029-371-016) that front Pioneer Trail, both developed with existing tourist accommodation uses. The addition of these parcels is intended to increase opportunity for redeveloping the sites (previously located in PAS 092). In addition to the boundary amendments, other changes to permissible land use, density, etc. are proposed as documented in IS Chapter 2.

### 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.

# 2.0 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.

May 10, 2024

John Hitchcock, Planning Manager — Date
City of South Lake Tahoe

# 3.0 RESPONSE TO COMMENTS

The Draft IS was circulated for public review and comment between April 11, 2024 and May 10, 2024. 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.

No comments were received on the Draft IS.



# Tourist Core Area Plan/Specific Plan

**Linking Neighborhoods ■ Building Community ■ Promoting Recreation**

~~October 15, 2013~~ May 2024









# TOURIST CORE AREA PLAN

## City of South Lake Tahoe

Adopted by South Lake City Council on October 15, 2013.

Adopted by Tahoe Regional Planning Agency on November 11, 2013.

Amended by the City of South Lake Tahoe City Council on June 18, 2024

**Prepared by:**

**City of South Lake Tahoe**

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Tamara Wallace

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A special thanks to numerous individuals and organizations that have all played an important role in shaping the vision and delivering the contents of this Area Plan. The omission of those names here does not diminish the acknowledgement that each of them deserve.

**Strategic Growth Council**

*"The work upon which this publication is based was funded in whole or in part through a grant awarded by the Strategic Growth Council."*

*Disclaimer*

*"The statements and conclusions of this report are those of the GRANTEE and/or Subcontractor and not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the information contained in the succeeding text."*

## ~~Table of Amendments~~ TABLE OF AMENDMENTS

| | |
|---|---|
| Ordinance 1060, October 14, 2013. | City Council Adoption. |
| Ordinance 2013-08, November 20, 2012. | TRPA Governing Board Adoption. |
| Ordinance 2014-2, January 14, 2014 | City Council Amendments to Sections 1, 7, 10, Appendix C, and Figure 5-1:Zoning Map. |
| Resolution 2020-024, March 10, 2020 | City Council Amendments to Appendix C and all Figures. |
| Ordinance 2020-03, April 22, 2020 | TRPA Governing Board Amendments to Appendix C and all Figures. |
| Ordinance 2020-1147, September 8, 2020 | City Council Adoption of the Tourist Core Area Plan/Specific Plan & Bijou/Al Tahoe Community Plan Boundary Amendment |
| Ordinance 2020-04, October 28, 2020 | TRPA Governing Board Adoption of the Tourist Core Area Plan/Specific Plan & Bijou/Al Tahoe Community Plan Boundary Amendment |
| Ordinance 2021-1158, November 16, 2022 | City Council Adoption of Amendments to Table 1: Permissible Uses by Zoning District |
| Ordinance 2022-02, February 23, ~~2022~~ 2023 | TRPA Governing Board Adoption to Table 1: Permissible Uses by Zoning District |
| Resolution 2024-XXC, June 18, 2024 | City Council Adoption of Amendments to the Tourist Core Area Plan |

# Section 1
# INTRODUCTION

The Tourist Core Area Plan (Area Plan) defines a vision for the future of the area of the City that has previously been guided by the Stateline/Ski Run Community Plan. This is an area of special attention in the Tahoe Basin for a number of reasons. It is the center of tourist services and recreation access, ~~spanning~~adjacent to the Nevada and California Stateline and has traditionally been the area with the highest concentration of services and density. The Tourist Core is located within the City of South Lake Tahoe and is centered on US Highway 50 and Ski Run Boulevard from Fairway Avenue to the California and Nevada Stateline (Figure 1-1). In order to be responsive to the unique needs and opportunities of the Region and local communities, the Tahoe Regional Planning Agency (TRPA) 2012 Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area.

This Area Plan provides more detailed direction than the City of South Lake Tahoe's General Plan and TRPA's 2012 Regional Plan. It addresses land use regulations, development and design standards, transportation, recreation, public services and environmental improvements for the area. It encourages general improvement and enhancement for the built environment. This Area Plan provides a framework that will change the existing conditions into opportunities for redevelopment with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental thresholds goals of the 2012 Regional Plan.

## 1.1 PLAN PREPARATION

This Area Plan was prepared by the City of South Lake Tahoe in collaboration with TRPA to implement the City's General Plan and TRPA's 2012 Regional Plan. The Tourist Core Area Plan is developed on the foundation of the existing adopted Stateline/Ski Run Community Plan and incorporates other planning efforts such as the South Shore Vision Plan.

The South Shore Vision Plan was initiated in September, 2011 with the formation of an advisory group to help guide development of a vision plan for the south shore's major tourist destination area. The advisory group included representatives of the South Tahoe Alliance of Resorts (STAR), regional planning agencies, local governments, and property owners along the US Highway 50 corridor. A joint public workshop between the City Council and the Douglas County Commissioners was held on November 4, 2011 to take public comments on the Vision Plan. Advisory group meetings were facilitated by the consulting firm Design Workshop which consolidated all the input provided by the representatives into the South Shore Vision Plan. The Vision Plan identifies a vision for the primary tourist destination area in the region and recommends key strategies to encourage redevelopment to achieve environmental, physical and economic improvements.

## 1.2 ORGANIZATION OF AREA PLAN

All of the land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). This includes all the land within the local jurisdiction of the City of South Lake Tahoe. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with the TRPA's 2012 Regional Plan. The 2030 South Lake Tahoe General Plan is the City's primary policy document guiding land use, transportation, infrastructure, community design, environmental, and other decisions in a manner consistent with the planning statues for the State of California. The Tourist Core Area Plan is designed to supplement the City's General Plan by designating zoning districts and providing specific guidance for the area. Therefore, this plan supports the goals and policies outlined in the 2030 South Lake Tahoe General Plan as well as the TRPA 2012 Regional Plan.

Policies and regulations in the TRPA Code of Ordinances apply to all development within the Tahoe Region. In some cases, the regulations, such as parking, design, and lighting standards adopted in the Area Plan will supersede the regulations in the TRPA Code of Ordinances. If compliant with this Area Plan, proposed projects will be reviewed and approved by the City of South Lake Tahoe pursuant to the provisions of a Memorandum of Understanding (MOU) with TRPA. However, projects determined to be of regional concern will require TRPA review and approval. Projects meeting any of the following criteria will require approval by the TRPA Governing Board or Hearings Officer:

- Located within the Shorezone of Lake Tahoe
- Located within a Resort Recreation District
- Located within the Conservation District
- Any new building floor area meeting the criteria in the following table:

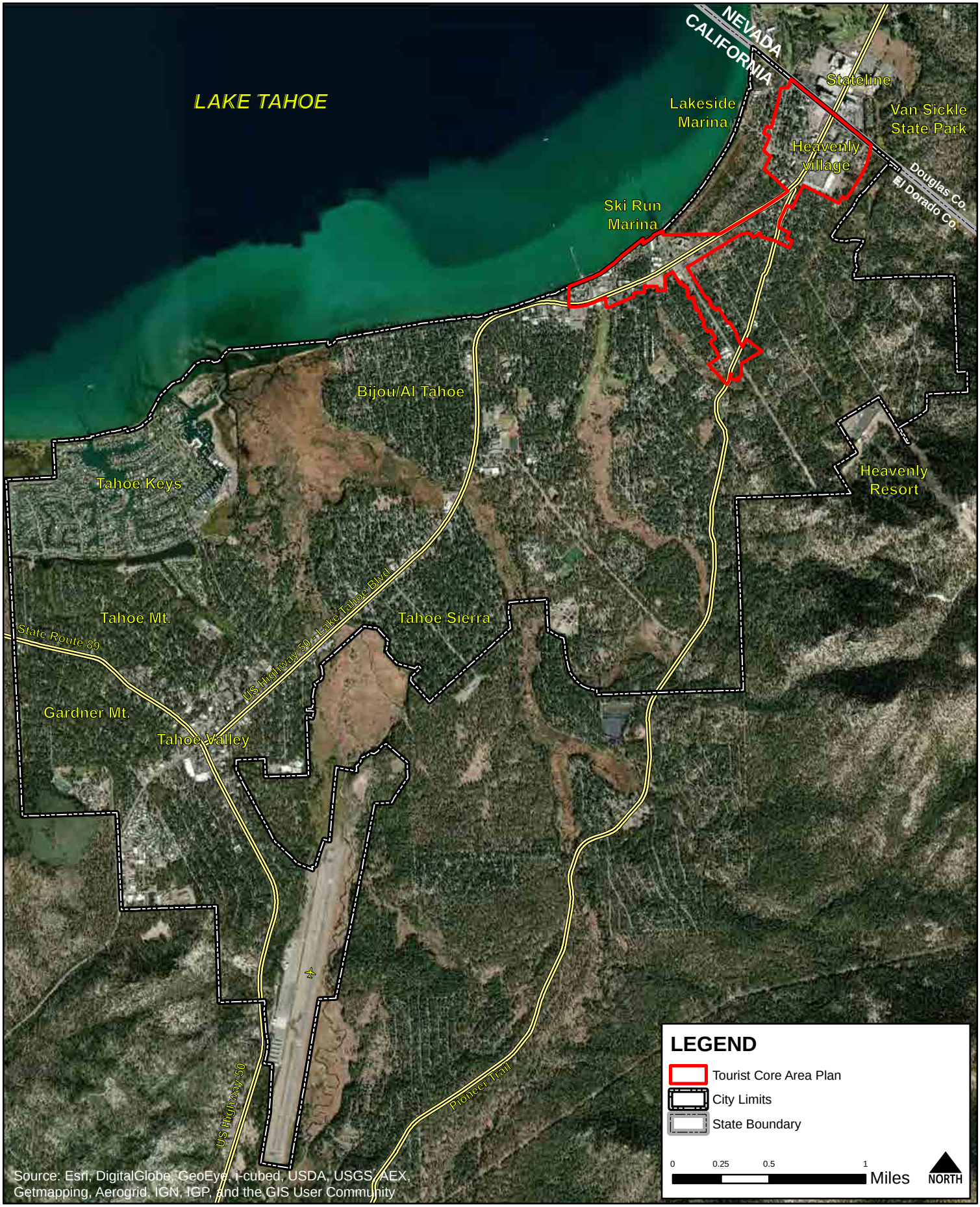
| THRESHOLDS FOR GOVERNING BOARD REVIEW OF PROJECTS IN CENTERS | | | |
|---|---|---|---|
| | Regional Center | Town Center | Not in Center |
| Residential | ≥100,000 sq. ft | ≥50,000 sq. ft. | ≥25,000 sq. ft. |
| ~~Non-residential~~Other | ≥80,000 sq. ft. | ≥40,000 sq. ft. | ≥12,500 sq. ft. |

All projects permitted by the City of South Lake Tahoe under the MOU are appealable to the TRPA Governing Board. Specifically, the TRPA Code of Ordinances allows final decisions on projects delegated to a lead agency to be appealed to the TRPA by any "aggrieved person". Furthermore, TRPA requires quarterly monitoring and annual review of an approved Area Plan. On at least a quarterly basis, the City is required to submit copies of building permits issued under the MOU to TRPA for review. At a minimum the permits shall contain and make clear the necessary development information that TRPA needs to measure compliance with the terms of the Area Plan, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units. Annual review and recertification of the Area Plan is conducted by TRPA and is based on TRPA review of a sample of development permits issued within the Area Plan boundaries. TRPA must certify that permits are issued in conformance with the Area Plan and implementing ordinances. Based on the annual review, TRPA may take one of the following actions: 1) recertify the Area Plan; 2) recertify the Area Plan with conditions; or, 3) revoke all or part of the MOU for non-compliance.

## 1.3 PLAN ADOPTION

The Tourist Core Area Plan was adopted by the South Lake Tahoe City Council on October 14, 2013 and by the TRPA Governing Board on November 11, 2013. The Area Plan was amended on January 14, 2014 to incorporate amendments requested by the TRPA Governing Board.

~~This Tourist Core Area Plan supersedes the Stateline/Ski Run Community Plan for the purposes of land use regulation for both the agencies and will provide management direction for all projects proposed within the Plan's boundaries.~~




CITY OF SOUTH LAKE TAHOE

**Figure 1-1**

Tourist Core Area Plan Location Map

April **1107**

# Section 2
# LEGAL AUTHORITY AND REGULATORY SETTING

The City of South Lake Tahoe plans and regulates within the policy and regulatory framework of both the Tahoe Regional Planning Agency (TRPA) and the State of California. This section describes the policy and regulatory framework that pertains to the Tourist Core Area Plan and its relationship to TRPA's 2012 Regional Plan, the City's General Plan and other relevant plans.

The purpose of the Tourist Core Area Plan is to define land use guidelines for planning decisions. The Tourist Core Area Plan presents principles, goals, policies and implementation strategies designed to encourage redevelopment, create a vibrant walkable ~~pedestrian~~ pedestrian-oriented community and provide for environmental improvements. The Area Plan is used by the ~~Community~~ City staff, the City Planning Commission, and the City Council to review specific development proposals in the Tourist Core. The Plan also provides direction to property owners, community groups, and interested individuals in formulating and review of development and redevelopment projects.

The Tourist Core Area Plan~~, once adopted, will~~ is ~~become~~ a part of TRPA's 2012 Regional Plan and the City of South Lake Tahoe General Plan. It ~~will~~ replaced the Stateline/Ski Run Community Plan. ~~which has been adopted by the City of South Lake Tahoe and TRPA and currently provides guidance for land use decisions in the area.~~

## 2.1 TAHOE REGIONAL PLANNING AGENCY

### 2012 TRPA REGIONAL PLAN

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. The TRPA Regional Plan Goals and Policies serve as a guide for all future land use decisions within the Lake Tahoe Region. 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 that the Compact originally intended.
- Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the 2012 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 with adoption of the 2012 Regional Plan.
- 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 TRPA 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.

TRPA's Regional Plan Conceptual Land Use Map classifies the Tourist Core as Tourist and designates the area with two Overlay Districts: Town Center and Regional Center. The Tourist Core is also assigned a special designation as a receiving area for the transfer of development rights for existing development and multi-residential units, a scenic restoration area, and a preferred affordable housing area.

TRPA's Regional Conceptual Land Use Map is depicted in Figure 2-1.

The following description identifies the intention and purpose of TRPA's land use classification, overlay districts and special designations:

Tourist: Are urban areas that have the potential to provide intensive tourist accommodations and services or intensive recreation. These lands include areas that are:

- Already developed with high concentrations of visitor services, visitor accommodations, and related uses;
- Of good to moderate land capability (land capability districts 4-7);
- With existing excess land coverage; and,
- Located near commercial services, employment centers, public services and facilities, transit facilities, pedestrian paths, and bicycle connections.

Town Center Overlay Districts: ~~As a~~Areas that contain most of the region's non~~-~~ residential services. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development ~~pattern~~pattern, and provides economic opportunities in the region. This district functions as a pedestrian- and transit ~~-~~oriented~~-~~, mixed-use activity center that encourages a mix of uses that promote~~s~~ convenience, economic vitality, and a pleasant quality of life and improved access to a greater range of facilities and services for surrounding residential neighborhoods and visiting tourists.

Regional Center Overlay Districts: Areas that includes a variety of land uses in the core of South Lake Tahoe, including the gondola and base lodge facilities for Heavenly Mountain Resort. Development patterns in the Regional Center have been, and should continue to be, more intensive than Town Centers and less intensive than the High Density Tourist District Overlay District (located in Stateline, NV). The Regional Center 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 in the region. This district functions as a pedestrian- and ~~transit~~ transit-oriented, mixed-use regional tourist and recreation activity center that encourages a mix of uses that promote~~s~~ convenience, economic vitality and improved access to a greater range of facilities and services for tourists and permanent residents.

Transfer of Development Rights Receiving Areas: Indicates areas that are eligible to receive the transfer of existing residential, tourist and commercial uses and potential residential units of use pursuant to Chapter 51 of the TRPA Code of Ordinances. Receiving Areas designated for Existing Development are eligible to receive the transfer of existing uses that are permissible uses in the Tourist Core. Receiving Areas designated for Multi-Residential Units are eligible to receive the transfer of potential residential units of use and parcels within this designation area are eligible to receive one or more development right.

Scenic Restoration Area: Indicates one or more highway units or shoreline units in the Tourist Core that are not in compliance with the Scenic Threshold rating and ~~that this area is~~ therefore subject to the scenic quality provisions of Chapter 66: Scenic Quality of the TRPA Code of Ordinances.

Preferred Affordable Housing Areas: Areas with the preferred affordable housing designation are eligible for subdivision of post-1997 residential projects pursuant to TRPA Code of Ordinances subparagraph 39.2.5.F

## AREA PLANS

The 2012 TRPA Regional Plan and TRPA Code of Ordinances, Chapter 13, *Area Plans*, include ~~new~~ provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning designations, are required to be consistent with the 2012 Regional Plan. Once an Area Plan has been found in conformance with 2012 Regional Plan, local, state, or federal agencies may assume development review authority by Memorandum of Understanding (MOU) with TRPA.

Chapter 13 of the TRPA Code of Ordinances defines the required content of Area Plans and establishes that Area Plans may be approved by TRPA if they contain policies and development standards that are consistent with and further the goals and policies of the 2012 Regional Plan. With an adopted, conforming Area Plan, local governments can opt to take over limited permitting authority from TRPA. Upon adoption, the provisions of the Area Plan supersede the underlying Plan Area Statements or Community Plans. Chapter 13 requires that the Area Plan incorporate minimum development and community design standards consistent with Chapter 13. For TRPA to make a general finding of conformance, the Area Plan shall, at a minimum address, and incorporate the following:

- Identify all zoning designations;
- Be consistent with the Regional Plan growth management system;
- Demonstrate consistency with the Regional Plan Conceptual Land Use Map;
- Recognize and support planned, new or enhanced Environmental Improvement Projects;
- Promote environmentally beneficial redevelopment and revitalization within centers;
- Preserve the character of established residential areas outside off a center;
- Protect and direct development away from Stream Environment Zones;

- Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities; and
- Where applicable TRPA will use the local governments load reduction plans for registered catchments as the default water quality standards.

In addition, for Area Plans that include designated Town Centers or a Regional Center the following provisions must be covered in the Area Plan:

- Include building and site design standards that reflect the unique character off each area;
- Include policies and strategies to promote walking, bicycling, transit use and shared parking;
- Address the form of development that promotes pedestrian activity and transit use.
- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Provide scenic resource~~for~~ threshold gain.

## 2.2 STATE OF CALIFORNIA

In addition to the TRPA requirements, the Tourist Core Area Plan is designed to meet the California requirements related to specific plans.

California State law requires every city and county in California to prepare a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning. The general plan acts as a constitution for future development, and expresses the community's development goals and policies relative to the distribution of future land uses, both public and private. Government Code Section 65302 requires that the general plan address, at a minimum, the following seven topics or elements to the extent they are relevant to the community:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Through State law and code, the general plan must be implemented consistently through zoning, subdivision approvals, specific plans, public works projects, ~~redevelopment plans,~~ and many other implementation programs.

Under California State law, cities and counties may adopt specific plans for the "systematic implementation of the general plan" (Government Code Section 65450 et. Seq.). The law requires the following:

- A specific plan shall include ~~a~~ text and ~~a diagram or~~ diagrams ~~which~~ that specify all the following in detail:
  - The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
  - The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste, disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
  - Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
  - A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above bullets.
- The specific plan shall include a statement of the relationship of the specific plan to the general plan.

California Government Code Section 65452 provides that the specific plan may address any other subjects which in the judgment of the planning agency are necessary or desirable for the implementation of the general plan.

The Tourist Core Area Plan was prepared to be consistent with the requirements of a specific plan under California State law ~~and~~ and implements development goals and policies by establishing zoning districts, standards and criteria for development and sets the distribution, location and extents of planned land uses consistent with the adopted City General Plan.

## 2.3 CITY OF SOUTH LAKE TAHOE

In 1999, the City of South Lake Tahoe adopted a General Plan under the requirements of California Planning Law. In conjunction with that adoption, the City adopted TRPA's system of Plan Area Statements and Community Plans in lieu of its previous traditional zoning system. The action eliminated inconsistencies between the City's and TRPA's land use plans. Subsequently, the City adopted three of four anticipated community plans including the Stateline/Ski Run Community Plan in March 1994. The Community Plan provides land use and development guidance to the Stateline/Ski Run Area.

In 2011, the City of South Lake Tahoe updated its General Plan and amended its Land Use Element to include a policy that directs the City to periodically update and implement the ~~three~~ four ~~adopted~~ Community Plans (Stateline/Ski Run, Bijou/Al Tahoe, South Y Industrial, and Tahoe Valley) within the City's jurisdiction as a way to focus development commodities and revitalization efforts (see Policy LU-2.2, City of South Lake Tahoe General Plan, May 17, 2011).

The adoption of the Tourist Core Area Plan in 2013 meets the directive of LU-2.2 of the City's General Plan and the requirements of TRPA's Regional Plan The Tourist Core Area Plan replaced the Stateline/Ski Run Community Plan and provide future land use and development guidance.

The City of South Lake's Tahoe General Plan designation for the Tourist Core is Tourist Center (TSC). This designation provides for the most intensive land uses including major

commercial/visitor centers and mixed-use residential. This designation is applied to areas currently developed as major commercial/visitor centers, areas of excess land coverage, and areas that are near commercial, employment, transit, and public services.

The City's General Land Use Diagram is depicted in Figure 2-2.

The overall purpose of the Tourist Center is to:

- Provide for the orderly, well-planned, and balanced growth of the Tourist Center and support the area's role as an important regional commercial, tourist destination, ~~and~~ recreation, and residential center that provides full services and gathering places for visitors and residents.

- Promote the Tourist Center as a pedestrian- and transit-oriented, mixed-use activity center and a gateway ~~to~~ for outdoor tourism and recreational destination and expand its role as an economic center for South Lake Tahoe.

- Encourage a mix of uses that ~~promotes~~ promote convenience, economic vitality, and a pleasant quality of life and improve access to a greater range of facilities and services for visitors and surrounding residential neighborhoods.

- Establish development and design standards that improve the pedestrian- and transit-orientation and visual~~ly~~ quality of developments ~~and~~ to create a unified, distinctive, and attractive character along mixed-use streets.

**Sustainability Plan**

The City of South Lake Tahoe adopted policies for sustainable development and "green" buildings in the Land Use Element of the General Plan. The policies call for creating a sustainable and energy-efficient built environment as a key vision of the City of South Lake Tahoe. The policies provide direction on the use of "green" building technology, energy efficiency, and strategies to achieve sustainable development practices.

The City has implemented specific strategies including providing streamlined permitting to encourage "green" building practices and instituting a plastic bag ban for grocery stores, food vendors, and retail establishments.

**Climate Action Plan**

The City adopted a Climate Action Plan (CAP) in 2020, setting carbon pollution goals for 2030 and 2040. 2030 has been identified as a key milestone year to achieve significant carbon pollution reductions to avoid the worst impacts of climate change. On June 21, 2022, the City officially adopted a science-based carbon pollution target, refining the originally estimated target established in Resolution 2017-026. This target establishes a reduction target of 59.2% from the 2018 baseline levels and aligns with the City's commitment to carbon pollution reduction and renewable energy goals. The CAP outlines a framework consisting of five overarching strategies, each encompassing specific actions. These strategies are categorized as follows: transportation, land use, water and solid waste, carbon sequestration and watershed health, and building energy. Under each strategy, a set of actions is identified to guide the City's efforts in addressing climate change and promoting sustainability. The Tahoe Valley Area Plan incorporates policy and land use direction to advance CAP strategies improve public transit, increase the use of electric vehicles, increase walking and biking, encourage high-density mixed-use neighborhoods close to public transit, improve energy efficiency of buildings, reduce wildfire risk, and protect watersheds.

## Plan Area Statements

When Measure T was passed in 2018, the Tourist Core Area Plan became one of the limited areas in South Lake Tahoe where vacation home rentals were are allowed. This exception, however, only applies to single-family residential properties within the Area Plan as of 2017. Any areas added to the plan area through subsequent amendments are not eligible for vacation home rental permits. Additional restrictions to eligibility for a Vacation Home Rental permit are included in Appendix C.

## Standards and Guidelines

The City of South Lake Tahoe and TRPA have jointly adopted Standards and Guidelines that include citywide design standards, guidelines, and specific design standards for the three previously adopted Community Plans.

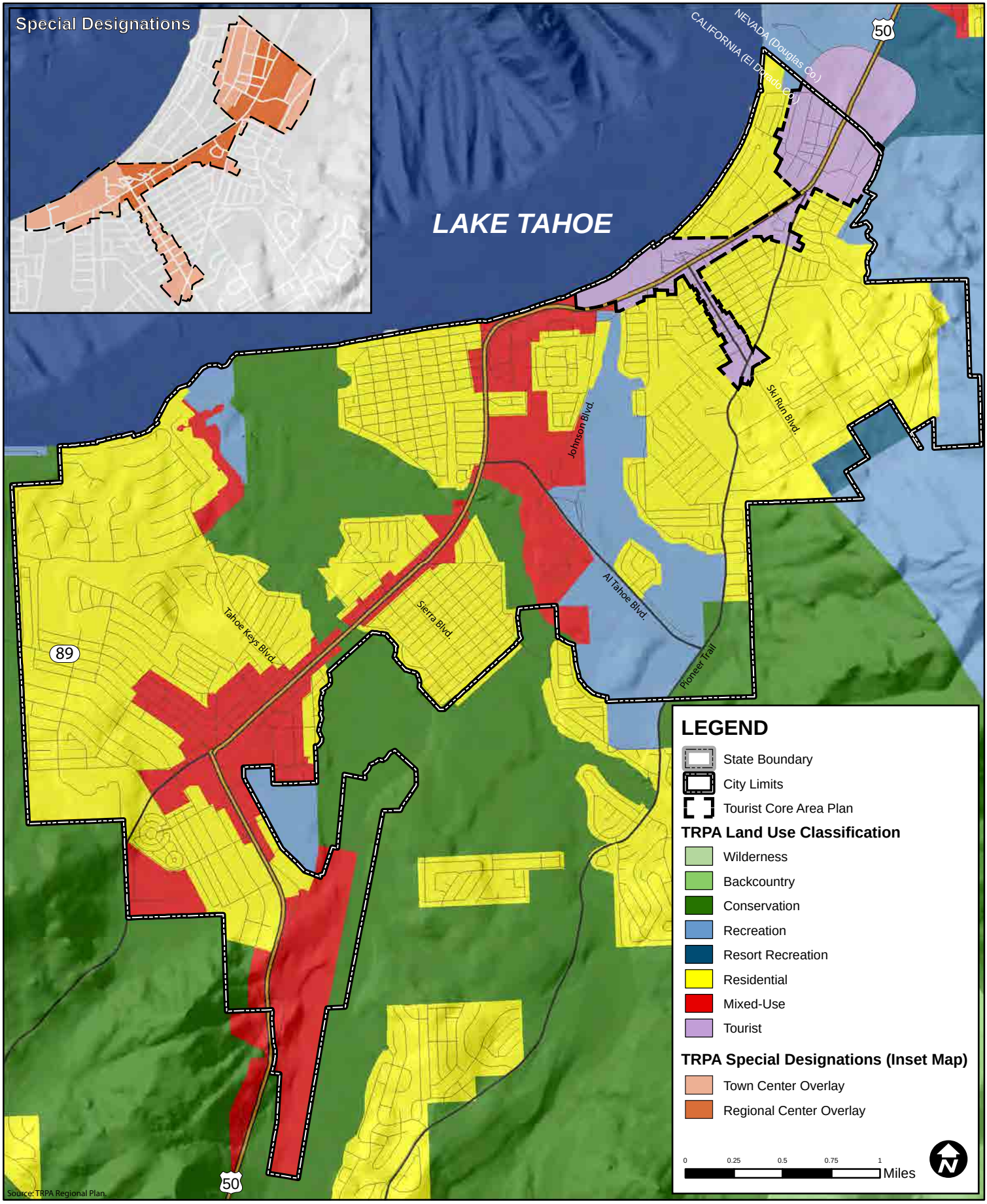
The citywide design standards and guidelines, as well as specific design standards tailored towards the Area Plan are incorporated in the Tahoe Valley Area Plan and will provide design guidance for the plan area.

## Smart Growth Principles

In August 2005, the South Lake Tahoe City Council endorsed a set of Smart Growth Principles for possible inclusion in the City General Plan for South Lake Tahoe. These principles are organized under the following headings:

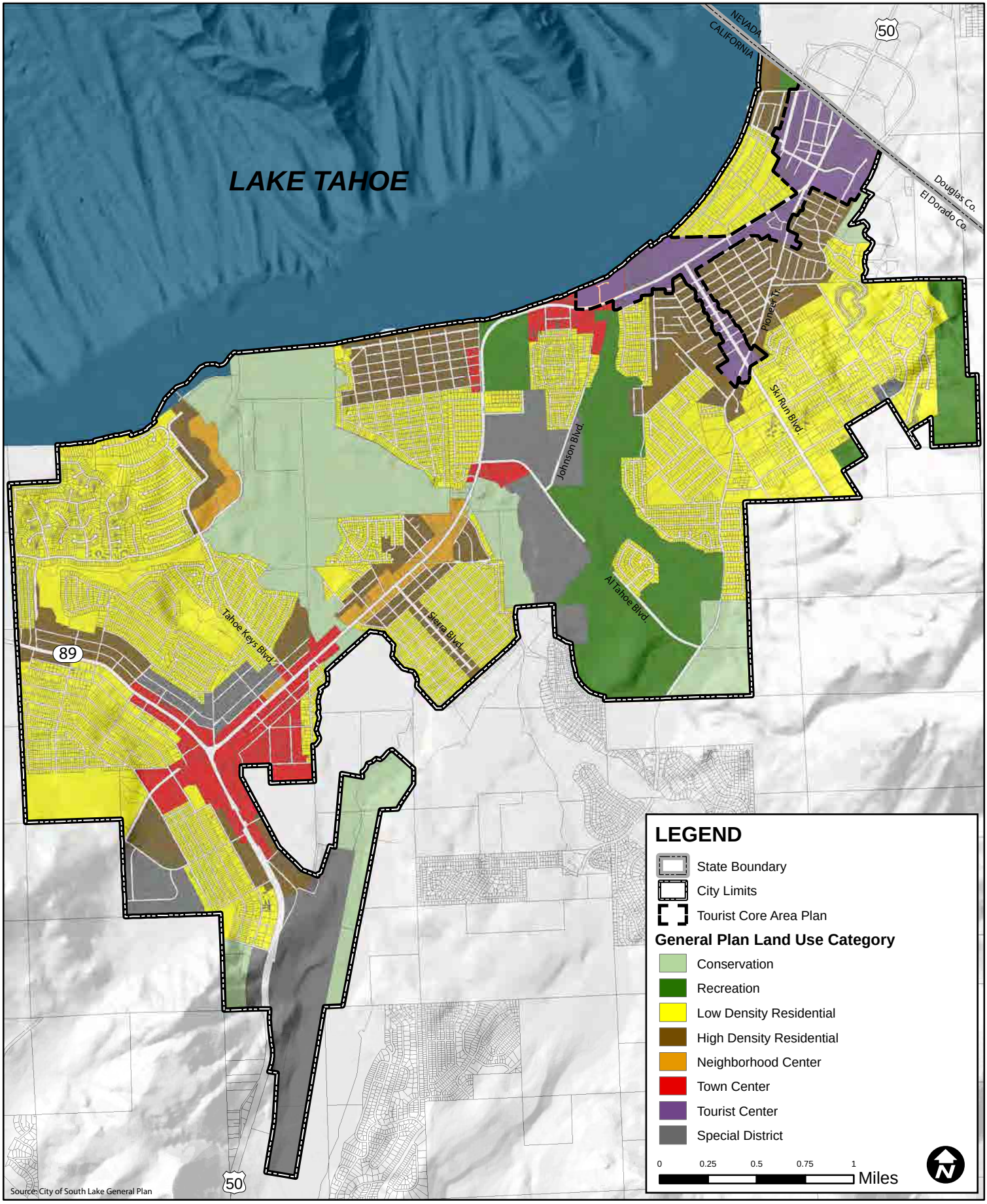
- **Land Use**
- **Transportation**
- **Community Livability**
- **Governance**

The Tahoe Valley Area Plan is designed to implement the City's smart growth principles by encouraging a land use pattern that focuses on walkable, compact mixed-use centers, with access to transportation choices while preserving open spaces and critical environmental areas.




CITY OF SOUTH LAKE TAHOE

**Figure 2-1**
TRPA Regional Plan Map
April 1115




CITY OF SOUTH LAKE TAHOE

**Figure 2-2**

General Plan Land Use Diagram

April 1116

# Section 3
# EXISTING CONDITIONS

This section describes the existing physical conditions within the Tourist Core, both natural and man-made. The conditions summarized in this section act as opportunities or constraints (or sometimes both) to development, redevelopment, and conservation of resources within the Tourist Core.

## 3. 1 CONTEXT AND BACKGROUND

The South Shore Area has long served as the primary destination for visitors to Lake Tahoe. The area's development began to gather momentum beginning in the 1950's and now includes a number of land uses that serve tourists and permanent residents in the region. The area contains the US Highway 50 corridor which is the major access route and the principal entry to many properties and businesses in the Tourist Core. Although this Area Plan specifically focuses on properties within the boundary of the City of South Lake Tahoe, the nature of the Area Plan boundary necessitated a collaborative planning effort involving the active participation of Douglas County, Nevada, the City of South Lake Tahoe, California, Nevada Department of Transportation (NDOT), California Department of Transportation (CalTrans), Tahoe Regional Planning Agency (TRPA), as well as dozens of affected private property owners and business organizations. In Douglas County, the primary structures are the resort casinos that each occupy significant land parcels and house gaming, entertainment and the bulk of the hotel rooms in the area. Historically, these resorts have been the driving economic force for the area. The majority of investments and attractions have been contained within these resorts. In the last decade, redevelopment in the City of South Lake Tahoe has included significant new accommodations and commercial areas, as well as the Heavenly Gondola connecting the ski area to the accommodations base. Redevelopment has included the Lake Tahoe Resort Hotel (~~-~~formerly Embassy Suites), Heavenly Village, Lake Tahoe Vacation Resort and ~~the~~ Ski Run Marina ~~Site~~, all of which have been welcome investments and proof of South Shore's viability as a tourist destination.

## 3. 2 TRENDS AND ISSUES

The Tourist Core Area Plan is influenced by the surrounding context and features that influence land use decisions within the plan area. The adjacent areas are not considered to be isolated, but rather planning for the Tourist Core respects that these influences exist outside the Area Plan boundary. There have been significant, on-going changes that have influenced the attractiveness of this portion of Lake Tahoe. However, there is a widespread feeling that the majority of the facilities are outdated. The physical environment is in need of upgrades to make the area more attractive as a central destination. Shifts in the gaming locations available in California and Nevada have created a downward trend in revenues, employment and opportunities to attract the traditional market to the South Shore. As a result of these shifting travel patterns, deteriorating

economic conditions and community efforts to envision a new future, a new community vision was created in 2012. The ~~South Shore Vision Plan~~Tourist Core Area Plan illustrates the possibilities for redevelopment with a new program of uses and the potential to reconstruct the highway and transportation systems. The Tourist Core Area Plan is premised on the idea that needed redevelopment is possible and that a transformation will result from the new land use and transportation policies established herein.

# 3. 3 EXISTING CONDITIONS

## LAND USE

**Land Use:** The Tourist Core stretches approximately two miles along US Highway 50 extending from Fairway Drive to the California and Nevada state line and along Ski Run Boulevard from Lake Tahoe to Pioneer Trail (see Figure 1-1). This area functions as the primary visitor and tourist district in the ~~south~~ South ~~shore~~ Shore and provides direct access to recreation opportunities such as Heavenly Ski Resort, Edgewood ~~Gold~~ Golf Course, Ski Run Marina, Lakeside Marina and Van Sickle Bi-State Park. The Tourist Core is approximately ~~282~~ 305.2 acres in size (~~232~~ 246.2 acres excluding roadway infrastructure) and the land use pattern varies, although the predominant theme of the land uses are ~~tourist~~ tourist-related, with a large number of motels, hotels, restaurants, and ~~tourist~~ tourist-oriented retail shops (Figure 3-1). Table 3-1 provides a breakdown of land use by land use category.

**TABLE 3-1: EXISTING LAND USES**

| Land Use | Acres | Percent of Acreage |
|---|---|---|
| Vacant Public | 1.5 | 0.5% |
| Vacant Private | ~~26.9~~28.5 | ~~9.5~~9.3% |
| Open Space | ~~14.4~~14.5 | ~~5.1~~4.8% |
| Recreation | 3.2 | ~~1.1~~1.0% |
| Public Service | 1.7 | 0.6% |
| Quasi-Public Service | 0.3 | 0.1% |
| Residential | ~~38.4~~41.4 | 13.6% |
| Commercial | ~~38.6~~42.7 | ~~13.7~~14.0% |
| Tourist | ~~100.5~~112.4 | ~~35.5~~36.8% |
| Transportation Routes | ~~57.3~~59.0 | ~~20.3~~19.3% |
| TOTAL | ~~282.8~~305.2 | 100.0% |

Source: El Dorado County Assessor's Parcel Data, ~~2013~~ 2023 & ~~TRPA~~ City of South Lake Tahoe GIS, ~~2013~~2023

Excluding the transportation routes, ~~64.6~~66.1% of the parcels are developed, ~~10.0~~9.8% remain vacant and the remaining ~~5.1~~4.8% are dedicated to open space. Of the remaining ~~34~~ 13 vacant parcels in the Tourist Core, ~~30~~ 11 parcels are held in private ownership, ~~1 is publicly owned by the City of South Lake Tahoe,~~ and ~~3~~ 2 are owned by the ~~South Lake Tahoe Redevelopment Successor Agency~~City of South Lake Tahoe. The vacant parcels are generally scattered throughout the Tourist Core with a concentration of vacant parcels located adjacent to the Van Sickle Bi-State Park as shown in Figure 3-1.

The Tourist Core has two major commercial/tourist centers: the area centered on Heavenly Village/Crescent V Shopping Center adjacent to Stateline, Nevada and the area centered on the intersection of US Highway 50 and Ski Run Boulevard, running from Ski Run Marina to Pioneer Trail. The Heavenly Village area is a mixed-use development that provides tourist accommodation, retail, entertainment and restaurants set in a pedestrian and walkable environment. The Ski Run Boulevard area provides a more traditional commercial/tourist land use

setting running the length of Ski Run Boulevard that can be accessed via a ~~Class I shared~~ shared-use, Class I bike path.

Existing uses in the Tourist Core occupy structures ranging in height, age and physical conditions, from units built in the 50s and 60s to some of the newest buildings in the ~~south shore~~South Shore and from single story structures to 6 to 8-story tourist accommodation facilities. Many of the newer structures are the result of the former South Lake Tahoe Redevelopment Agency's partnership with private developers to implement the City's Redevelopment Plan. Redevelopment in the area included the construction of tourist, commercial and retail facilities, pedestrian and transit facilities, and water quality improvements in the late 1990's and early 2000s. Projects constructed include the Embassy Suites (now known as Lake Tahoe Resort), Lake Tahoe Vacation Resorts, Heavenly Village, Heavenly Gondola, Stateline Transit Center, Crescent V Shopping Center and the Wildwood Basin Water Quality Improvement Project. In addition, the area has also experienced private redevelopment efforts, that include the redevelopment of the Ski Run Center, Valero Gas Station, Ski Run Marina Shops, Holiday Inn Express and Applebee's Restaurant. All these redevelopment efforts have been identified in TRPA's Threshold Evaluations as positively contributing to scenic, community design and water quality improvements (TRPA, 2011).

**Commercial Floor Area:** Within the Tourist Core, there is approximately ~~424,316~~777,000 square feet of existing commercial floor area. The Stateline/Ski Run Community was allocated 45,000 square feet of additional commercial floor area upon adoption of the community plan. ~~The majority of that~~All of the commercial floor area has been assigned to constructed ~~or permitted~~ projects. ~~Currently, 8,662 square feet remains.~~

## NATURAL RESOURCES AND CONSERVATION

**Soils, Land Capability and Stream Environment Zones (SEZs):** In preparing the 1994 Stateline/Ski Run Community Plan, TRPA staff updated the mapped land capability districts for portions of the community plan and remapped the SEZ boundaries. The TRPA's official land capability map for this area is reflected in Exhibit 7 of the Stateline/Ski Run Community Plan which is depicted in Figure 3-2. Table 3-2 below provides a breakdown by acreage of the mapped land capability districts.

**TABLE 3-2: EXISTING LAND CAPABILITY**

| Capability | Acres | Percent |
|---|---|---|
| 1A | 1.4 | 0.5 |
| 1B (SEZ) | ~~88.8~~105 | ~~31.4~~34.4 |
| 3 | ~~7.4~~6.9 | ~~2.6~~2.3 |
| 4 | ~~6.0~~6.7 | ~~2.1~~2.2 |
| 5 | ~~94.9~~97.1 | ~~33.5~~31.8 |
| 7 | ~~84.3~~88.1 | ~~29.8~~28.9 |
| Total | ~~282.8~~305.2 | 100.0 |

Source: Stateline/Ski Run Community Plan, 1994. TRPA & City GIS, ~~2013~~2023.

Approximately ~~34~~35% of the Tourist Core is located in sensitive lands (~~LC~~ Land Capability 1-3) with the majority of lands classified as SEZ (~~31. 4~~34.4%). SEZ lands are located throughout the Tourist Core and are mostly covered by existing development except for areas that have been restored. The remainder of the Tourist Core is classified primarily as Land Capability Class 5 and 7 with some pockets of Class 4 lands.

As noted above in Table 3-~~3~~2, SEZs account for ~~31.4~~34.4 percent (~~88.8~~ 105 acres) of land within the Tourist Core. The Stateline/Ski Run Community Plan noted the extensive disturbance of SEZs in the Tourist Core and identified SEZ restoration opportunities. The following water quality improvement projects have been implemented and resulted in approximately 4.7 acres of SEZ restored in the Tourist Core:

- Ski Run Erosion Control Project: Constructed a 3.3 acre artificial wetlands on the north side of US Highway 50 across from the Wildwood Basins.
- Osgood SEZ Restoration: Adjacent to the Osgood Basins, existing structures and hard coverage was removed and 1.2 acres of SEZ was restored.

Figure 3-5 depicts locations of SEZ restoration projects within the Tourist Core and its vicinity.

**Land Coverage**: An analysis of TRPA's LiDAR impervious coverage data estimates land coverage in the Tourist Core at approximately ~~60~~62.1% (~~169~~ 189.6 acres) for hard coverage and ~~2~~1.6% (~~5~~ 4.9 acres) for soft coverage (Table 3-3). Coverage at the parcel level ranges from vacant parcels with no coverage to parcels that are 100% covered. On average, parcels with existing development are approximately 72% covered. See Figure 3-3 for areas of existing coverage.

**TABLE 3-3: IMPERVIOUS LAND COVERAGE**

| Coverage | Roads | ~~Trails~~Paths/ Sidewalks | Buildings | Other | Total Impervious | Total Area | Total Impervious Percent |
|---|---|---|---|---|---|---|---|
| Hard | ~~31.~~ ~~3~~33.7 | 5. 6 | ~~48. 6~~53.0 | ~~83.~~ ~~6~~97.3 | ~~169. 1~~189.6 | ~~282.~~ ~~8~~305.2 | ~~59. 8~~62.1% |
| Soft | - | 0. 4 | - | 4. 5 | 4. 9 | | ~~1. 7~~1.6% |
| Total | ~~31.~~ ~~3~~33.7 | 6. 0 | ~~48. 6~~53.0 | ~~89.~~ ~~1~~101.8 | ~~174. 0~~194.5 | | ~~61. 5~~63.7% |
| Percent | ~~11.~~ ~~1~~11.0% | ~~2. 1~~1.9% | ~~17. 2~~17.3% | ~~31.~~ ~~2~~33.3% | ~~61. 5~~63.7% | | |

Source: TRPA GIS LiDAR, 2010.

The Stateline/Ski Run Community Plan noted numerous opportunities to mitigate excess land coverage within the area. Since 1994 over 1,107,900 square feet of hard coverage has been removed. Examples include:

- Park Avenue Redevelopment Project (Heavenly Village, Raley's Center and US Highway 50 Pedestrian Improvement Project) resulted in over 356,500 square feet of coverage removed to create open space and landscaping features.
- Redevelopment Project Area #1 (~~former Embassy Suites,~~ Lake Tahoe Vacation Resort, formerly Embassy Suites at Ski Run Boulevard, Marina Village, McDonalds, and Valero Gas Station, now Chevron) resulted in 388,000 square feet of coverage reduction by removing older commercial/tourist buildings to create open space and landscaping features.
- Ski Run Boulevard Improvement Project reduced the overall width of Ski Run Boulevard and installed landscaping features.
- The Colony Inn, which was located in SEZ lands by the intersection of Montreal Road and Heavenly Village Way was demolished and 64,800 square feet of land coverage was removed and banked, and the site stabilized. The existing tourist accommodation units removed from the site are proposed for transfer to the Boulder Bay Project in North

Stateline. A condition of the Boulder Bay permit requires that the ~~property~~ disturbed SEZ be restored to a functioning SEZ prior to the units being transferred. The restoration plan was approved by TRPA in 2015, and a deed restriction was recorded in 2016, documenting the transfer of the tourist accommodation units and the restoration of the SEZ. Subsequently, it was determined that the restoration effort was not successful. In 2023, the property owners submitted a revised stream environment zone plan to TRPA to modify and enhance the stream environment zone to ensure functionality as required by the TRPA permit condition.

- Slalom Inn located on Ski Run Boulevard was demolished; the site was returned to its natural state and 20,435 square feet of coverage was removed and transferred.
- Wildwood and Fern Water Quality Improvement Projects resulted in the removal of existing commercial/tourist buildings and 202,500 square feet of hard coverage from SEZ lands to construct retention basins to treat stormwater runoff. The tourist accommodation units that were formerly sited on the Wildwood parcels were transferred to Redevelopment Project No. 1.
- Osgood SEZ Restoration resulted in removal of existing residential structures and 50,900 square feet of land coverage from SEZ lands.

Of the total land coverage removed approximately 318,200 square feet or 7.3 acres came from SEZ lands. Figure 3-4 depicts major public and private projects that have resulted in the removal of existing hard coverage within the Tourist Core and its vicinity.

**Water Quality**

*Best Management Practices (BMPs)*: Every property within the Tourist Core Area Plan boundary is subject to the requirements of TRPA Code of Ordinances, Chapter 60~~:~~, *Water Quality*, which requires implementation of ~~Best Management Practices (~~BMPs~~)~~ to reduce storm water runoff, minimize soil erosion and capture polluted water before it enters Lake Tahoe. The TRPA Code requires all property owners to infiltrate the volume of a 20-year/1 hour storm on their property or meet alternative standards in instances where special circumstances limit infiltration.

All projects permitted by the City under the Memorandum of Understanding (MOU) with TRPA are reviewed for compliance with Chapter 60. In some cases, the City has entered into agreements with private property owners to treat runoff in the City's area-wide stormwater systems. For example, stormwater from Heavenly Village and Crescent V Shopping Center is conveyed and treated in the City's Park Avenue basins.

According to TRPA's BMP database the Tourist Core Area Plan has a 44% BMP compliance rate for BMP certification. Based on TRPA's BMP database a total of 291 out of 664 parcels have been issued their Certificate of Compliance from TRPA. However, it should be noted that the BMP compliance rate is based on issuance of a BMP certificate and not on actual BMP installation which is a permit requirement for all project approvals. Within the Tourist Core there are parcels that have BMPs installed but have not been issued a Certificates of Compliance. These parcels include Heavenly Village, Crescent V, ~~Embassy Suites,~~ Lake Tahoe Vacation Resort, and the Valero gas station (now Chevron gas station).

Currently, TRPA is focusing its compliance efforts on ~~commercial and multi-family projects in~~ watersheds that are connected to the lake, or in catchments that have planned environmental improvement projects, or capital improvement projects proposed. Because of Caltrans' on-going water quality improvement project along US Highway 50 within the City of South Lake Tahoe, TRPA has not focused their compliance efforts along the US Highway 50 corridor. TRPA did send ~~sent~~ Notices of Failure to implement BMPs to commercial properties along the US 50 corridor that

do not have Certificates of Compliance or active permits on file. Although the majority of the properties that were notified are located outside the area plan boundary, 20 properties within the area plan boundary did receive notices. An analysis of the notified properties indicate that some parcels have BMPs installed but have not requested a Certificate of Compliance. In other instances, properties ~~are on hold in order to~~ participate in ~~an~~ the Bijou Commercial Core Erosion Control Project area-wide treatment system s~~uch as the Bijou Commercial Core Erosion Control Project~~.

*Storm Water Drainage*: Caltrans and the City are responsible for reducing erosion and storm water runoff from roads under their jurisdiction. This includes installing curbs, gutters, rock-lined channels, bio-swales, infiltration basins and other improvements that capture runoff from developed areas. The Stateline/Ski Run Community Plan called for implementation of an area-wide solution with construction of a series of detention basins and wetlands, interconnected by pipes and stream channels. This area-wide solution was implemented with the construction of the Park Avenue Redevelopment Project (Heavenly Village and Crescent V Shopping Center) and is further described below. Within the Tourist Core the following water quality improvement projects have been constructed:

- Stateline Water Quality Improvement Project: This project collects and treats drainage from Pine Avenue to Stateline Avenue to Van Sickle Road to Park Avenue. In addition, this system collects "clean" stormwater runoff from the area ~~easterly~~ east (mountain side) of Montreal Road and directs it to the North Ditch. It consists of curb and gutter, drainage conveyance systems, retention basins and revegetation.
- Park Avenue Redevelopment Project: ~~Is~~ This project is a completely separate "urban storm water collection and conveyance system" that collects runoff from Heavenly Village and Crescent V Shopping Center and is ~~-~~treated by the Stateline Water Quality Improvement Project described above.
- Ski Run Blvd Boulevard/Osgood Drainage Basin Water Quality Improvement Project: This project collects and treats drainage from Ski Run Boulevard. It consists of curbs, gutters, drop inlets, and drainage pipes that convey storm water to the Osgood Basin for treatment prior to being released into the Ski Run Marina.
- Rocky Point 1-4: This project collects and treats drainage from the road right-of-way in the vicinity of Pioneer Trail and US Highway 50 and the residential neighborhood adjacent to the Tourist Core.
- US Highway 50 Water Quality Improvement Project: This project collects and treats water along US Highway 50 within the Caltrans right-of-way beginning at Al Tahoe Boulevard to 1000 feet west of the intersection of US Highway 50 and Ski Run Boulevard. It consists of curb, gutters, drainage conveyance, ADA compliant pedestrian sidewalks, Class II bike lanes and pedestrian street lighting.

Figure 3-5 depicts completed water quality improvement projects within the Tourist Core and its vicinity.

*Total Maximum Daily Load (TMDL)*: The TMDL program is a requirement of the Federal Clean Water Act. The program is designed to protect Lake Tahoe, an Outstanding Natural Resource Water, from certain pollutants of concern, including fine sediments, phosphorus and nitrogen.

Through the Lake Tahoe TMDL, the Lahontan Regional Water Quality Control Board (Lahontan) established five-year load reduction targets to assess each jurisdiction's progress towards meeting overall load reduction goals. Load reduction targets for Fine Sediment Particles (FSP), Total Phosphorus (TP), and Total Nitrogen (TN) have been established based on attainment of California's Lake Tahoe transparency standard (~ 97 feet) over an estimated 65-year

implementation period. To meet the requirements of the TMDL Program, each jurisdiction holding a National Pollutant Discharge Elimination System (NPDES) permit is required to reduce ~~their~~ its baseline pollutant load by the following amounts shown in Table 3-4.

**TABLE 3-4: LOAD REDUCTION TARGETS FOR THE TAHOE TMDL**

| Pollutant | 5-Year Milestone 2016 | 10-Year Milestone ~~2012~~2021 | 15-Year Milestone 2026 | Transparency Standards (~65-Years) |
|---|---|---|---|---|
| Fine Sediment Particles | 10% | 21% | 34% | 71% |
| Total Phosphorus | 7% | 14% | 21% | 50% |
| Total Nitrogen | 8% | 14% | 19% | 46% |

Source: Final Lake Tahoe Total Maximum Daily Load, August 2011)

In ~~2011~~2016, the City submitted to Lahontan the City's *Lake Tahoe TMDL Baseline Pollutant Load ~~Estimate~~Update ~~Report~~* which was subsequently incorporated into the City's NPDES permit. The City's load reduction requirement through ~~2016~~ 2026 under the NPDES permit is shown in Table 3-5.

**TABLE 3-5: CSLT ~~2016~~ 2026 LOAD REDUCTION REQUIREMENTS**

| Parameter | Baseline Load (~~kg~~lbs/year) | Required Percent Reduction | Required Load Reduction (~~kg~~lbs/year) | Allowable Load (~~kg~~lbs/year) |
|---|---|---|---|---|
| Fine Sediment Particle (mass) | ~~176,450~~476,677 | ~~10~~34% | ~~14,650~~162,070 | ~~158,800~~314,606 |
| Fine Sediment Particles (# of particles) | ~~1. 94~~2.38E+19 | ~~10~~34% | ~~1. 94~~1.57E+~~18~~19 | ~~1. 75~~1.57E+19 |
| Total Phosphorus | ~~789~~2,020 | ~~7~~21% | ~~55~~424 | ~~734~~1,596 |
| Total Nitrogen | ~~3,361~~18,034 | ~~8~~19% | ~~269~~1,526 | ~~3,092~~6,508 |

Source: City of South Lake Tahoe Pollutant Load Reduction Plan, ~~January 2013.~~2018

The City ~~authorized~~ completed the development of a *Pollutant Load Reduction ~~Strategy Report~~Plan* to ~~assess potential approaches~~ define a path to compliance with the requirements to ~~for reducing~~ reduce pollutant loading to Lake Tahoe from urban stormwater runoff. The goal of the ~~Strategy~~ Load Reduction Report was to identify feasible and cost effective actions to meet anticipated targets ~~to~~. ~~Subsequently, in~~In ~~February 2013~~September 2021, the City Council ~~adopted the~~ received a draft of the 2021 *City of South Lake Tahoe Pollutant Load Reduction Plan* which documents the City's proposed approach and timeline for meeting the ~~2016~~ 2026 load reduction targets set forth in the City's NPDES permit, which was then submitted to Lahontan in October, 2021 and must be updated and resubmitted September, 2023. ~~Lahontan subsequently approved the City's Load Reduction Plan in June 2013.~~ Proposed strategies outlined in the Load Reduction Plan for meeting the load reduction targets are incorporated in the Tourist Core Area Plan and are discussed in detail in Section 7, *Natural and Cultural Resources* and Section 10, *Implementation*.

**Scenic Resources:** TRPA has adopted three separate regional scenic resource thresholds: 1) travel route ratings; 2) scenic quality ratings of individual resources; and 3) scenic resources seen from public recreation areas. All are numerical in nature. The first two thresholds apply to scenic resources visible from the Region's state and federal highways and Pioneer Trail and from Lake Tahoe itself. The Tourist Core contains a portion of Roadway travel route Unit #32, Casino Core, a portion of Roadway Unit #33, The Strip, a portion of Roadway Units #45, Pioneer Trail (North), and a portion of Shoreline Unit #31, Bijou. Figure 3-6 depicts the roadway and shoreline scenic units including identified scenic resources located within each corridor.

Roadway Units #32, #33 and #45 are all presently not in attainment with the threshold and are targeted for restoration in the Scenic Quality Improvement Program (SQIP) and the Stateline/Ski Run Community Plan. All three units had identified areas of concern and the SQIP and the Stateline Community Plan outlined recommended scenic improvements to bring the units toward attainment status. Scenic improvements called for in the community plan included improving the architectural style of existing and new buildings, using natural appearing building material, using natural colors, consolidating driveway access, locating parking lots in the rear or side yards, incorporating landscaping treatments, sign compliance and the undergrounding of utility lines whenever possible.

Since the adoption of the Community Plan and Tourist Core Area Plan, numerous redevelopment, transportation and water quality projects have been implemented in the Tourist Core that have directly contributed towards scenic threshold gains. The ~~2006~~ TRPA Threshold Evaluations (Evaluations) noted that the majority of roadway units with improved threshold scores fall partially or wholly within ~~Community Plan areas~~the Area Plan. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscape drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts, and improved signage have all contributed to a transformation in many of these units. This improvement affects both travel route and scenic quality ratings.

Within Unit #32 and #33, the Evaluations noted that sidewalk/landscaping projects, erosion control and water quality improvement projects, land buy-out by public agencies that removed decrepit structures have without exception improved the sense of place and the functionality of a core community area that resulted in scenic threshold improvements. Specifically, the ~~Threshold~~ Evaluations noted an improvement in scenic indicators for man-made features and roadway distractions, as a result of the completion of the Lake Tahoe Vacation Resort, (formerly Embassy Suites ~~Vacation Resort~~, Heavenly Village, and Crescent V Shopping Center. The most recent Evaluation (2019) further noted continual improvements within the two units and ~~F~~future redevelopment efforts in the casino core and ~~on the lakeside of~~ along US Highway 50 ~~from the state line to Park Avenue~~ are expected to improve the scenic and visual quality of this unit dramatically. It should be noted that redevelopment of the Knights Inn property occurred after the 2019 Threshold Evaluation and when evaluated is expected to further improve scenic quality in Unit #33.

Along the US Highway 50 corridor from Park Avenue to Ski Run Boulevard the Evaluations also noted an improvement in scenic indicators for man-made features, roadway distractions, lake views and landscape views as a result of the completion of the Ski Run Marina Village, the linear park and the landscaped wildwood drainage basins. Moreover, the Evaluations noted improved lake views from US Highway 50 and Ski Run Boulevard as a result of improved site design and large setback ~~of~~ at the Lake Tahoe Vacation Resorts. ~~Although the 2011~~The Evaluations noted that between 2006 and ~~2011~~2019, relatively few development and redevelopment projects were carried out in Unit #33, those projects that were implemented, the Evaluations noticed improvements in architectural and design quality that incrementally ~~improves~~ improved the scenic resource threshold. Examples of these projects include the Ski Run Center, ~~and the~~ Valero Gas Station (now Chevron), and new landscaping and fencing installed along the frontage of Lakeland

Village. ~~both located at the intersection of US 50 and Ski Run Boulevard~~. The following photographs illustrate completed projects in the Tourist Core that have been identified by TRPA's Threshold Evaluations as contributing to improving the scenic and community design thresholds.



Ski Run Commercial Center Rebuild



Ski Run Commercial Center Screening



Valero Gas Station Rebuild (now Chevron)



McDonalds Rebuild



Lake Tahoe Resort Hotel (formerly Embassy Suites)



Linear Parkway



Heavenly Village Mixed-Use Project



Wildwood Basins and Children's Memorial



Lakeland Village

Unit #45 has also seen minor increase in its threshold score. The improvement is a result of implementation of the Ski Run Boulevard pedestrian improvements that improved the overall character of the roadway corridor resulting in an increase in the man-made feature and lake view threshold scores. Only a portion of Unit #45 is located within the Tourist Core, and therefore, the plan is not fully responsible for bringing Unit #45 into full attainment. However, ~~it's~~ it is expected that continual implementation of the SQIP at the project level and the installation of the pedestrian sidewalks along Pioneer Trail will contribute towards bringing this unit into threshold attainment.

Shoreline Unit #31 is currently in attainment for the Scenic Threshold. The 2011 Threshold Evaluation noted improvements along the shoreline as a result of the redesign and rehabilitation of El Dorado Beach (Lakeview Commons). The Evaluations also noted that additional improvement could be realized in the man-made environment if the Lake Tahoe Vacation Resort building improved color/material of the existing roof. Lake Tahoe Vacation Resort is currently upgrading their roof and siding to darker earthtone colors that will reduce the overall visual contrast and improve the view as seen from Shoreline Unit #31. The 2019 Threshold Evaluation did not note any changes in the landscape or built environment for his shoreline unit.

Scenic Quality Ratings (Scenic Resources 31.3, 32.1, 33.2, 45.1, 45.2, and 45.3) for the individual scenic resources located within the Roadway and Shoreline Travel Routes are all currently in attainment for the Scenic Threshold.

The current scenic threshold scores are provided in Table 3-6 below.

**TABLE 3-6: THRESHOLD TRAVEL ROUTE AND SCENIC QUALITY RATINGS**

| Unit | 1982 | 1991 | 1996 | 2001 | 2006 | 2011 | 2015 | 2019 | Need for Attainment |
|---|---|---|---|---|---|---|---|---|---|
| **31** | 9.0 | 9.0 | 9.0 | 9.5 | 9.5 | ~~10.~~ ~~5~~9.5 | 9.5 | 9.5 | +0. 0 |
| **32** | 13.0 | 11.0 | 11.0 | 11.5 | 13.5 | 13. 5 | 14.5 | 14.5 | +~~2. 0~~1.0 |
| **33** | 6.0 | 7.0 | 7.5 | 11.5 | 14.0 | 14. 0 | 14.5 | 14.5 | +~~1. 5~~1.0 |
| **45** | 10.0 | 10.0 | 10.0 | 11.0 | 11.5 | 11. 5 | 11.5 | 11.5 | +4. 0 |

**Unit #31 SHORELINE UNIT**

| | Man-Made Features | Roadway Distractions | Road Structure | Lake Views | Landscape Views | Variety | Threshold Score |
|---|---|---|---|---|---|---|---|
| **1982** | **1** | **NA** | **NA** | **NA** | **4** | **4** | **9** |
| **1991** | **1** | **NA** | **NA** | **NA** | **4** | **4** | **9** |
| **1996** | **1** | **NA** | **NA** | **NA** | **4** | **4** | **9** |
| **2001** | **1.5** | **NA** | **NA** | **NA** | **4** | **4** | **9.5** |
| **2006** | **1.5** | **NA** | **NA** | **NA** | **4** | **4** | **9.5** |
| **2011** | **~~2~~1.5** | **NA** | **NA** | **NA** | **4** | **4** | **~~10~~9.5** |
| **2015** | **1.5** | **NA** | **NA** | **NA** | **4** | **4** | **9.5** |
| **2019** | **1.5** | **NA** | **NA** | **NA** | **4** | **4** | **9.5** |

**Unit #32 ROADWAY UNIT (LAKE TAHOE BOULEVARD)**

| | Man-Made Features | Roadway Distractions | Road Structure | Lake Views | Landscape Views | Variety | Threshold Score |
|---|---|---|---|---|---|---|---|
| **1982** | 3.0 | 1.0 | 2.0 | 2.0 | 1.0 | 4.0 | 13.0 |
| **1991** | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 3.0 | 11.0 |
| **1996** | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 3.0 | 11.0 |
| **2001** | 2.5 | 1.0 | 2.0 | 2.0 | 1.0 | 3.0 | 11.5 |
| **2006** | 3.5 | 2.0 | 2.0 | 2.0 | 1.0 | 3.0 | 13.5 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **2011** | 3.5 | 2.0 | 2.0 | 2.0 | 1.0 | 3.0 | 13.5 |
| **2015** | 4.5 | 2.0 | 2.0 | 2.0 | 1.0 | 3.0 | 14.5 |
| **2019** | 4.5 | 2.0 | 2.0 | 2.0 | 1.0 | 3.0 | 14.5 |
| **Unit #33 ROADWAY UNIT (LAKE TAHOE BOULEVARD)** | | | | | | | |
| | **Man-Made Features** | **Roadway Distractions** | **Road Structure** | **Lake Views** | **Landscape Views** | **Variety** | **Threshold Score** |
| **1982** | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 6.0 |
| **1991** | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 1.0 | 7.0 |
| **1996** | 1.0 | 1.5 | 1.0 | 1.0 | 2.0 | 1.0 | 7.5 |
| **2001** | 3.0 | 3.0 | 1.0 | 1.5 | 2.0 | 1.0 | 11.5 |
| **2006** | 4.0 | 4.0 | 1.0 | 1.5 | 2.5 | 1.0 | 14.0 |
| **2011** | 4.0 | 4.0 | 1.0 | 1.5 | 2.5 | 1.0 | 14.0 |
| **2015** | 4.0 | 4.0 | 1.5 | 1.5 | 2.5 | 1.0 | 14.5 |
| **2019** | 4.0 | 4.0 | 1.5 | 1.5 | 2.5 | 1.0 | 14.5 |
| **Unit #45 ROADWAY UNIT (PIONEER TRAIL)** | | | | | | | |
| | **Man-Made Features** | **Roadway Distractions** | **Road Structure** | **Lake Views** | **Landscape Views** | **Variety** | **Threshold Scor** |
| **1982** | 1.0 | 1.0 | 3.0 | 2.0 | 2.0 | 1.0 | 10. 0 |
| **1991** | 1.0 | 1.0 | 3.0 | 2.0 | 2.0 | 1.0 | 10. 0 |
| **1996** | 1.0 | 1.0 | 3.0 | 2.0 | 2.0 | 1.0 | 10. 0 |
| **2001** | 1.5 | 1.0 | 3.0 | 2.5 | 2.0 | 1.0 | 11. 0 |
| **2006** | 2.0 | 1.0 | 3.0 | 2.5 | 2.0 | 1.0 | 11. 5 |
| **2011** | 2.0 | 1.0 | 3.0 | 2.5 | 2.0 | 1.0 | 11. 5 |
| **2015** | 2.0 | 1.0 | 3.0 | 2.5 | 2.0 | 1.0 | 11.5 |
| **2019** | 2.0 | 1.0 | 3.0 | 2.5 | 2.0 | 1.0 | 11.5 |
| Source: ~~2012~~ 2019 TRPA Threshold Evaluation | | | | | | | |

**Open Space:** Open space parcels in the planning area are primarily held in public ownership and generally include environmentally sensitive lands and lands designated for the treatment of stormwater runoff. The Tourist Core contains ~~15~~ 14.5 acres of land that is designated as open space. This accounts for ~~5.3~~4.8% percent of the total land in the Tourist Core.

**Cultural Resources:** Most of the Tourist Core has been subject to archaeological survey during the preparation of the Stateline/Ski Run Community Plan and during review of development projects. The archival review and field surveys resulted in no evidence of, potentially significant prehistoric, archaeological or Washoe cultural sites within the Tourist Core. However, several potential significant historic properties were identified in the ~~south shore~~South Shore in TRPA's historic resource database. Resources identified include Tahoe Meadows, located adjacent to the Tourist Core, which is designated as a Historic District by TRPA and is listed on the National Register of Historic Places. The Lapham Hotel (later Lakeside House or Lakeside Park) was situated at the present day intersection of Pioneer Trail and US Highway 50 (Koval, 1990). Modern development in the area has in all likelihood destroyed any archaeological evidence that might have remained. The McCombers Station was situated near the intersection of Pioneer Trail and Ski Run Boulevard; however, subsequent surveys during project review for the City of South Lake Tahoe Fire Station #1 and the Aspens at South Lake Affordable Housing projects did not turn up intact archaeological evidence of the site. The Lake Valley Lumber Pier and Railroad was located adjacent to and paralleled the present day Timber Cove Pier. Due to safety and navigation concerns the pier and railroad was demolished in the mid-1980s. In addition, the Pony Express Trail (California Trail) travels through the boundaries of the Tourist Core. The Pony Express was a mail service delivering messages and mail from St. Joseph, Missouri across the Great Plains, over the Rocky Mountains and the Sierra Nevada to Sacramento, California by horseback, using a series of relay stations. The route generally follows Pioneer Trail through the

Tourist Core to Yank's Station in Meyers and then roughly follows ~~U. S. Highway 50~~US Highway 50 to Placerville, California and Sacramento, California.

All Projects and activities affecting sites, objects, structures, or districts that have been designated, or are pending designation by TRPA, or are discovered are subject to TRPA Code of Ordinances Chapter 67, *Historic Resource Protection*, and subject to CEQA threshold of significance if it is found to have ~~.~~a substantial, or potentially substantial, adverse change in the physical conditions that would impact objects of historic or cultural significant.

## TRANSPORTATION

**Highways and Streets:** The highway and street network within the Tourist Core is largely dominated by US Highway 50 which provides access along the entire length of the plan area. US Highway 50 is the major east-west roadway facility connecting Sacramento, California and Carson City, Nevada, and is the main facility serving the ~~south shore~~South Shore area of Lake Tahoe. Along most of its 2 mile length within the Area Plan, US Highway 50 is a five-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. In addition to US Highway 50, there is an irregular network of arterial, collector, and local streets that provide the remaining framework for the overall roadway system. These secondary streets serve as the connection points to local neighborhoods as well as serving as some of the few points where access is available to Lake Tahoe and mountain-based recreation opportunities. The existing transportation and circulation facilities are shown in Figure 3- 7.

The combination of a relatively limited network of roads along with the high traffic volumes created during peak visitor periods emphasizes the importance of having a well-functioning transportation and circulation system. During peak hours, congestion affects the area. ~~Currently under consideration~~TRPA has approved ~~is~~ the US Highway 50/South Shore Community Revitalization Project, ~~a plan~~ to realign a portion of US Highway 50 within the plan area in an effort to minimize peak season traffic delays. Along with this highway realignment the proposal is to narrow the existing highway right of way in order to create a pedestrian friendly ~~main street~~Main Street, while helping achieve the TRPA's water quality and scenic ~~-~~thresholds. The City Council has adopted Resolution 2021-005 stating support for the Mainstreet Management Plan portion of the project and directing the City Manager to continue working with partner agencies to develop an alignment of US Highway 50 that preserves the Rocky Point neighborhood and does not require the use of eminent domain. ~~The proposed plan is currently titled the US 50/South Shore Community Revitalization Project. and is currently undergoing environmental review.~~

**Level of Service (LOS):** TRPA's existing Goals and Policies set standards for vehicle "level of service" (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 Goals and Policies and the Stateline Community plan require that peak period traffic flow not exceed LOS D for major roadways (arterials and collector routes), and signalized intersections shall be at LOS D. LOS E may be acceptable during peak periods, not to exceed 4 hours per day.

Within the Tourist Core the US Highway 50/Ski Run Boulevard intersection is operating at LOS D, and the US Highway 50/Park Avenue and Heavenly Village Way is operating at LOS C, while US

50 roadway segment is operating at LOS E during the summer Friday evening peak hour (TRPA, 2012).

As noted previously, TRPA LOS policies permit LOS E operations in urban areas not to exceed four hours per day. To determine whether LOS E operations occur for more than four hours, hourly traffic volume data were obtained from Caltrans' PeMS database for a Friday in August 2010 for several segments of US Highway 50. The analysis concluded that the US Highway 50 roadway segment, within the Tourist Core, currently operates within the TRPA LOS goals.

While a number of 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 (TRPA, 2012a).

**Vehicle Miles Travelled (VMT):** The TRPA Project Impact Assessment (PIA) Guidelines describe requirements for development projects amendments in the Tahoe Basin. These guidelines reflect 2021 updates to the TRPA Environmental Thresholds, which involved replacement of the previous VMT-based nitrate deposition threshold with a new VMT-based threshold focused on reducing mobile source GHG emissions, reducing dependency on the personal automobile, and creating more sustainable communities. This update resulted in revisions to TRPA Code of Ordinances, Chapter 65, *Air Quality/Transportation,* to establish PIA requirements designed to implement the revised TRPA environmental threshold and ensure that it aligns with recent California legislative changes (i.e., Senate Bill 743, Public Resources Code Section 21099, and California Code of Regulations Section 15064.3) that have occurred relative to transportation impact analysis and the use of VMT as the primary metric.

Some project types, as outlined in TRPA Code Subparagraph 65.2.3.D and listed below, are presumed to result in a less-than-significant VMT impact absent any evidence to the contrary (TRPA 2021). The following screening criteria are potentially applicable to the project:

- Projects Generating Low VMT: Projects will be screened from further transportation analysis using the following vehicle miles travelled calculations:
    - 1,300 in-Basin VMT within town centers and the half-mile buffer around them.
    - 715 in-Basin VMT in all other areas.
    - Redevelopment Projects: For projects replacing an existing development or use, the net average daily VMT generation should be considered against the screening criteria. This requires calculating both existing average daily VMT and average daily VMT under the proposed project.

The TRPA Code requires that projects that involve more than 650 daily VMT must describe and evaluate the significance of all impacts in the Initial Environmental Checklist. A project that is not screened must analyze whether it meets the standard of significance.

On average there is 11 percent less VMT per capita in designated town centers, due to better connections to transit, sidewalks, and bicycle trails. Thus any development within the Tourist Core boundary is expected to reduce overall VMTs.

**Multi-Modal Transportation:** Ongoing and proposed development within the Tourist Core highlights the importance of improving area connectivity by providing multi-modal transportation

options to mitigate peak period traffic congestion along US Highway 50 in the project area. Public transportation options, bike paths and sidewalks are all integral to establishing a comprehensive multi-modal system that promotes pedestrian safety and access to ensure that the area will be a safe, convenient, and an attractive place to visit. Currently public transportation options along US 50 include the South Shore fixed-route service (~~Blue Go Buses~~Tahoe Transportation District)~~, the summer seasonal Nifty 50 Trolley~~, Lake Link, and ~~winter seasonal ski shuttles and~~ commuter bus service to ~~Carson City and~~ the Carson Valley. In addition, there are two transit centers, one located within the Tourist Core and one located just outside. The Stateline Transit Center is located adjacent to the Heavenly Gondola in the Tourist Core and the Kingsbury Transit Center is located at the base of SR 207 in Nevada.~~.~~ These services and facilities are designed to provide mobility options to both local residents and visitors by connecting the outlying residential areas with employment, resort and entertainment facilities.

While US Highway 50 serves as the primary vehicular route through the plan area, there is a need for a continuous pedestrian infrastructure and bicycle lanes to encourage the use of alternative forms of transportation. US Highway 50 currently has a Class I bike path that extends from Ski Run Boulevard to the intersection of US Highway 50 and Pioneer Trail which then connects to an existing pedestrian sidewalk that extends the length of US Highway 50 to the state line on the mountain side. The portion of pedestrian sidewalk that runs on the mountain side of US Highway 50 from Heavenly Village Way to the state line is designed to meet Class I ~~shared~~ shared-use path standards. In addition, a Class I ~~shared~~ shared-use path extends from Ski Run Marina along Ski Run Boulevard to the intersection of Pioneer Trail which then connects to a Class II bike lane that extends to the intersection of Pioneer Trail and US Highway 50. Other Class II bike lanes in the plan area include a short segment along Heavenly Village and a 1.95 mile segment that extends westward along US Highway 50 from the intersection of Ski Run Boulevard out of the plan area to just past Al Tahoe Boulevard. In general sidewalks are not adequately sized to accommodate the pedestrian demand and their location, in most places, is directly adjacent to the highway which limits the potential for creating attractive and enjoyable places to walk. One exception exists in the vicinity of the Heavenly Village area, where the sidewalks are buffered from the highway with landscaping and sidewalk widths are up to 26 ~~'~~feet. This area is also one of the primary access points to Heavenly Mountain Resort via the gondola.

**Parking Facilities:** Most private businesses located within the Tourist Core provide off-street parking for employees and patrons. The majority of businesses provide at grade paved lots with the exception of two structured parking lots. One is located on Ski Run Boulevard and provides parking for the Lake Tahoe Vacation Resort and the second is located at Heavenly Village and is owned by the City of South Lake Tahoe. In most cases, newer facilities have incorporated landscaped islands and berms to reduce the visual and scenic impact of large expanses of asphalt. In addition, on-street parking is permitted on local streets on the lakeside of US Highway 50 between Park Avenue and the state line. Parking is limited to two hours and is enforced by the City.

## RECREATION

Access to year-round recreational facilities and activities within the Tourist Core or within close proximity includes: beach recreation, boating, golfing, skiing, snowmobiling, hiking and biking.

Public access to the lake for boating and beach recreation is provided at Ski Run Marina, Lakeside Marina and Timber Cove Pier. Forest lands managed by the US Forest Service, located nearby at Rabe Meadow, also provide access to the lake and beach recreation at Nevada Beach as well as walking, bike riding and passive outdoor recreation opportunities. Access to hiking, equestrian and mountain biking trails are directly accessible from the Tourist Core through the Van Sickle Bi-State Park, which connects to the Lake Tahoe Rim Trail. Two publicly accessible golf courses are located adjacent to the Tourist Core. They are the privately owned Edgewood Golf Course and the City

owned Bijou Golf Course. Access to winter sport activities is provided by Heavenly Resort, which is accessible from Ski Run Boulevard or directly from Heavenly Village at Stateline via the gondola. During the summer months, Heavenly Ski Resort provides numerous summer recreation opportunities via the gondola.

Other informal recreation activities, such as biking, jogging and walking, are provided by an extensive multi-modal transportation network that includes ~~shared~~ shared-use paths, pedestrian sidewalks and Class II bike lanes that provides access within the Tourist Core to many of the recreation facilities mentioned above. In addition, the recreation facilities are accessible via public transit, which is provided by ~~Blue Go~~Tahoe Transportation District.

Figure 3-8 depicts recreation facilities and recreation access opportunities within the Tourist Core and those within close proximity.

## PUBLIC SERVICES AND FACILITIES

Within the Tourist Core Area Plan, the following utility services are provided:

**Water:** South Tahoe Public Utility District (STPUD) and Lakeside Park Association provide water service to the Tourist Core.

STPUD is a California Special District established in 1950. The 27,000-acre service area encompasses the ~~south shore~~South Shore area of Lake Tahoe from Emerald Bay on the west, Christmas Valley in the south, to the California-Nevada state line on the east. The California portion of the Lake Tahoe Basin is allocated a total annual surface water and groundwater diversion of 23,000 acre-feet per year (AFY). Of this, the California State Water Resources Control Board (SWRCB) allocated a total maximum of 12,493 AFY for use within the STPUD service area. STPUD currently owns a total maximum allocation of 9,528 AFY, and the district projects that its available water supplies will remain at 9,528 AFY through 2030 (STPUD, 2007 & CSLT, 2011).

Water demands are projected by applying the California Department of Finance's 50-year population projection growth rate for El Dorado County of 0.37% to the 2020 water demand. As of 2020, the District has 116 unmetered connections. The District is installing meters on all connections and intends to be fully metered by 2025. Since 2009, when the District initiated metering, water usage per account has decreased almost 20% from 0.498 AFY per account in 2009, when six percent of the accounts were metered, to 0.406 AFY per account in 2020, when 96% of the accounts were metered. Metering has been an effective means of conservation; these savings are likely a function of the metering and the ability for District staff to be able to communicate directly to customers regarding water use and leaks, as well as provide education and resources to increase water conservation (STPUD 2020).

According to STPUD's ~~2005~~ 2020 Urban Water Management Plan, water demands within the service area will increase from an estimated ~~7,600~~5,778 AFY in ~~2010~~ 2020 to approximately ~~8,400~~6,338 AFY in ~~2030~~2045. This is a projected increase of only ~~800~~ 560 AFY, or ~~10. 5~~8.8 percent, over the ~~20~~25-year period and is still well within STPUD's existing 9,528 AFY (STPUD, ~~2007~~ 2020~~& CSLT, 2011~~). Due to TRPA's strict growth controls as well as the low number of remaining vacant parcels within the STPUD service area (approximately 3,000); it is unlikely that the maximum water diversion allocation for the STPUD service area will be exceeded as a result of development within the Tourist Core.

Lakeside Park Association (LPA) was incorporated in 1938 to provide water and recreation facilities to the first subdivision ~~at~~ in South Lake Tahoe, which ~~subdivision~~ had been established

in 1909. LPA, a non-profit corporation, owns and operates a Mutual Water District whose franchise area serves the neighborhood now located in the Tourist Core between US Highway 50 and Pine Boulevard and between Stateline Avenue and Park Avenue, as well as the neighborhood adjacent to the Tourist Core from Azure Avenue to the Lake and from Park Avenue to the state line. Lakeside Park Association service covers potable water as well as interior and neighborhood fire suppression.

LPA serves the entire area within the LPA Mutual Water District with the exception of 6 parcels and 6 fire hydrants which were or are served by STPUD. Current plans to develop the Chateau Project at the corner of US Highway 50 and Stateline Avenue encompass 2 parcels originally served by LPA and 4 parcels served by STPUD. ~~,~~ All but 2 of the remaining parcel's water service will be the responsibility of LPA upon completion of the project.

The LPA obtained water rights from SWRCB to pump approximately 1 million gallons per day (mgd) of water from Lake Tahoe. LPA draws water from Lake Tahoe ~~thru~~ through an intake line from a point 2,300 feet from the shore line to a depth of 33 feet. The water is transferred from a pump station located at the North end of Lakeside Park Beach on the shoreline of Lake Tahoe to the treatment plant which includes a 220,000 gallon treatment/storage tank located on Pine Boulevard located within the Tourist Core. The water treatment system can supply up to 700 gallons per minute (gpm) with a 37,000 gallon reserve storage for consumption using a combination of surface and ground water. LPA can also supply ground water from a well (Well #3) that is located next to the storage tank. ~~An~~ A ~~10 inch~~10-inch inter~~-~~tie exists with STPUD should either system require additional water supplies during an emergency.

Lakeside's current surface water pumping rate is ~~approximately~~ two pumps at ~~200~~ 700 gpm as a result of the reduced number of lodging and commercial customers from the Project 3 redevelopment. Lakeside also pumps groundwater from well #3 at a rate of approximately 350 gpm during the summer months and during peak usage hours (LPA, 2013). LPA's average daily flow is 124,300 (gallon per day) gpd ~~-~~with a throughput capacity of 1 million gallons. All the flow rates calculated above are for potable quality water. In the event of a major fire the rate can be increased further. LPA Mutual Water District has the capacity to serve the future development in its franchise area by a factor of ~~8~~ eight (LPA, 2013). Since only a small portion of the Lakeside community is located within the Tourist Core, and it is primarily built out, and adequate capacity exists, it is unlikely that the maximum water diversion allocation for the LPA service area will be exceeded as a result of development within the Tourist Core.

**Wastewater**: South Tahoe Public Utility District provides wastewater treatment service to those areas of the Tahoe Basin in El Dorado County, including the entire City of South Lake Tahoe.

STPUD's wastewater collection/treatment/recycling processes are a 7.7 million gallon per day (mgd) advanced secondary operation serving approximately ~~17~~18,000 customers (STPUD, ~~2007~~2020). STPUD operates 22 pump stations in its service area including ~~2~~ two located within the Area Plan: Ski Run and Bijou. STPUD's wastewater treatment plant ~~has a 7.7 mgd capacity and~~ treats about 1.8 billion gallons of wastewater annually with an average flow rate of 4.0 mgd (STPUD, ~~2013~~2020).

Because the STPUD wastewater treatment plan currently exhibits excess capacity of approximately ~~3.7~~4.0 mgd on average dry days and 1.7 mgd on peak dry days, the limited amount of anticipated development or the redevelopment of existing commercial or residential uses in the Tourist Core is not expected to require additional treatment capacity at the wastewater treatment plant.

**Solid Waste**: South Tahoe Refuse (STR) provides solid waste removal service in the Tourist Core. STR has a franchise agreement with the City of South Lake Tahoe for the collection and

transportation of solid waste to processing and/or disposal facilities. Solid waste is delivered to the Lockwood Regional Landfill in Storey County, Nevada. The Lockwood Regional Landfill ~~has a remaining capacity of 32 million cubic yards (approximately 22 million tons) with plans to expand the total capacity from 64.8 million cubic yard to 302 million cubic yards (approximately 204 million tons) (TRPA, 2012)~~covers 856 acres and has a total waste volume of 302 million cubic yards (NDEP, 2013). In 2016, the landfill accepted an average of 2,960 tons of solid waste per day. The volume of waste conveyed to the landfill from California communities accounts for 7.5 percent of municipal solid waste. The landfill has a remaining capability of 267 million cubic yards and an estimated closure date of 2150 (NDEP, 2017) The growth permitted by the adopted TRPA Regional Plan is anticipated to increase solid waste by 111,600 tons per year ~~basin~~ basin-wide and only a fraction of that total would be generated in the Tourist Core. Given the substantial existing capacity of ~~22~~ 267 million ~~tons~~cubic yards, and the planned expansion of the landfill, the Tourist Core will be adequately served in the future.

**Electricity Services**: Liberty Utilities provides electrical service to the Tourist Core. Liberty Utilities has one major transmission line rebuild on the north shore in the planning phases and a variety of smaller projects underway to ensure system wide reliability for its planning horizon. Liberty Utilities claims to have enough excess capacity to accommodate any future development anticipated in the adopted TRPA Regional Plan (TRPA, 2012).

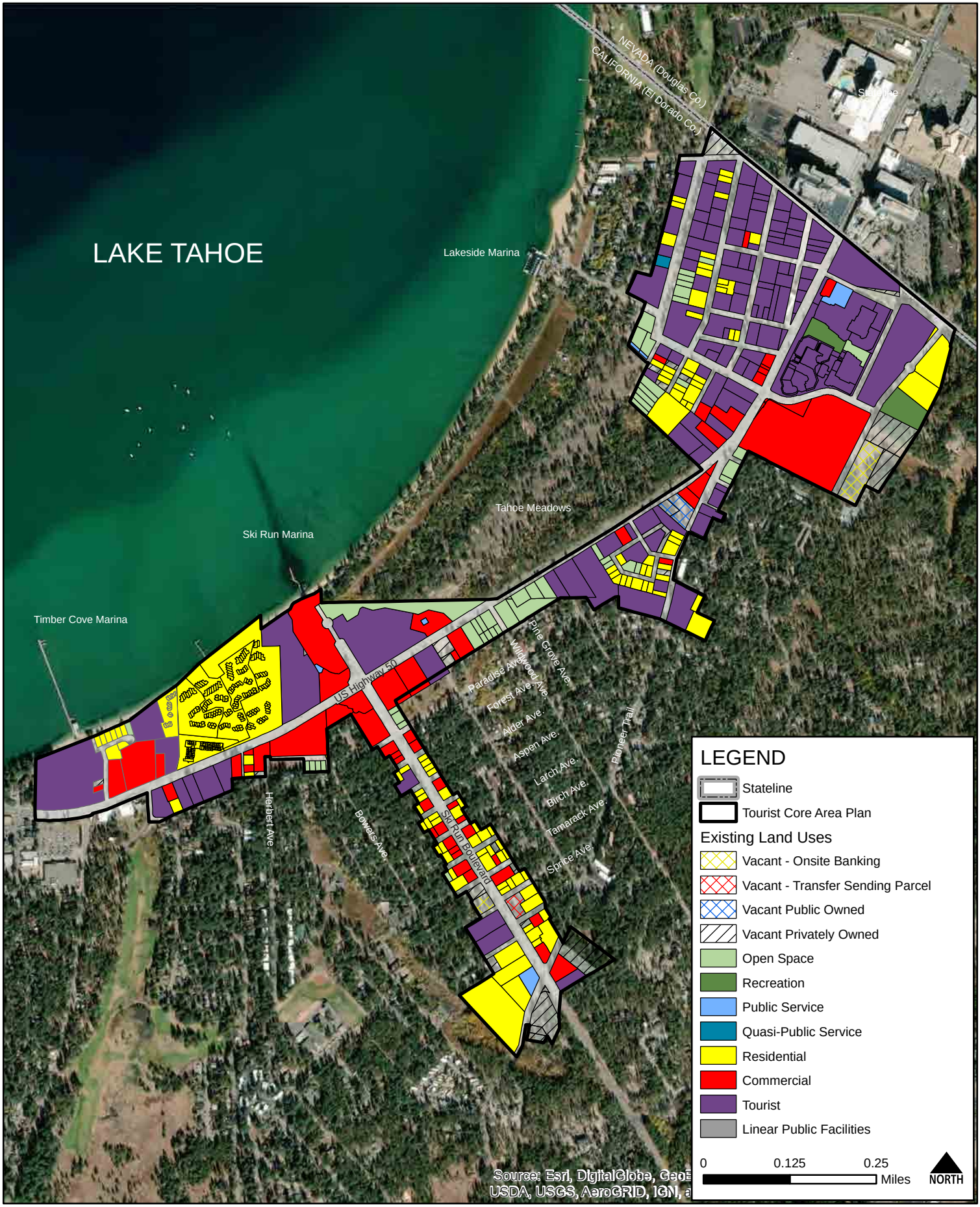
**Gas Services:** Southwest Gas provides natural gas service to theTourist Core. Southwest Gas has experienced around 1 percent growth per year in the Lake Tahoe Area. Although it has a number of projects underway to replace old polyvinyl chloride (PVC) main lines, it has no plans for substantial expansion of the existing system, which it believes can accommodate growth anticipated in the adopted TRPA Regional Plan (TRPA, 2012).

**Telephone and Cable Services:** AT&T and Charter Communications provide telephone and cable services to the Tourist Core.

**City of South Lake Tahoe Facilities**: Fire Station #1 is located at 1252 Ski Run Boulevard. This facility is owned by the City and is one of four that serve South Lake Tahoe. This station services the Ski Run and Stateline area with response time between three and five minutes. The Fire Department provides local ambulance service, and has mutual aid agreements with other fire and emergency response agencies in the Tahoe Region.

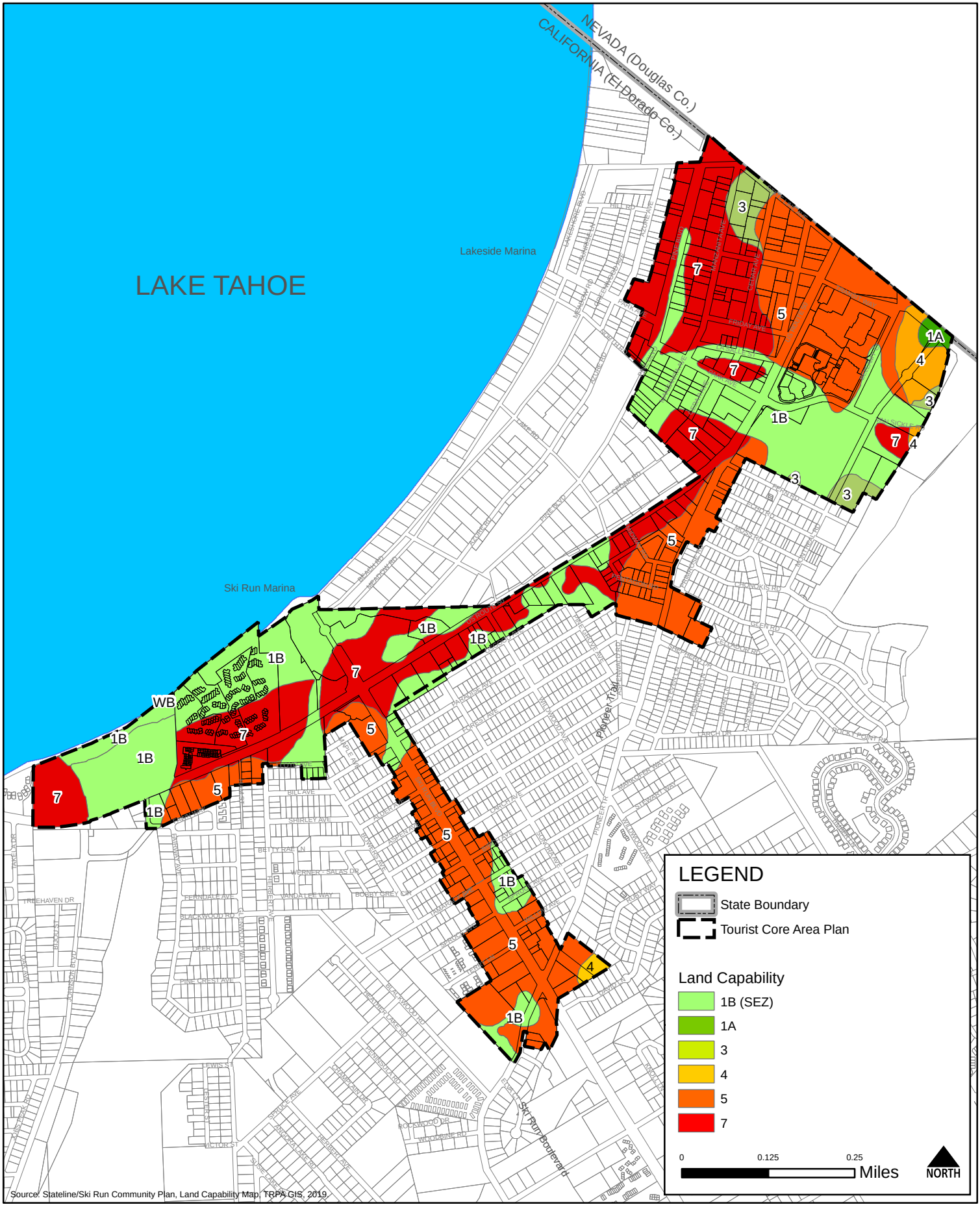
The City's General Plan does not identify any new locations for new fire protection facilities within the Tourist Core. However, the General Plan does identify requirements for future development to ensure adequate fire protection services, which could result in new or expanded facilities. It is expected that new development in the Tourist Core will increase demand for fire protection; ~~however~~and, implementation of fire protection provisions of the General Plan would ensure that existing fire protection services address impacted~~s~~ areas ~~addressed~~.

Figure 3-9 depicts the locations of public and quasi-public service facilities with the Tourist Core.



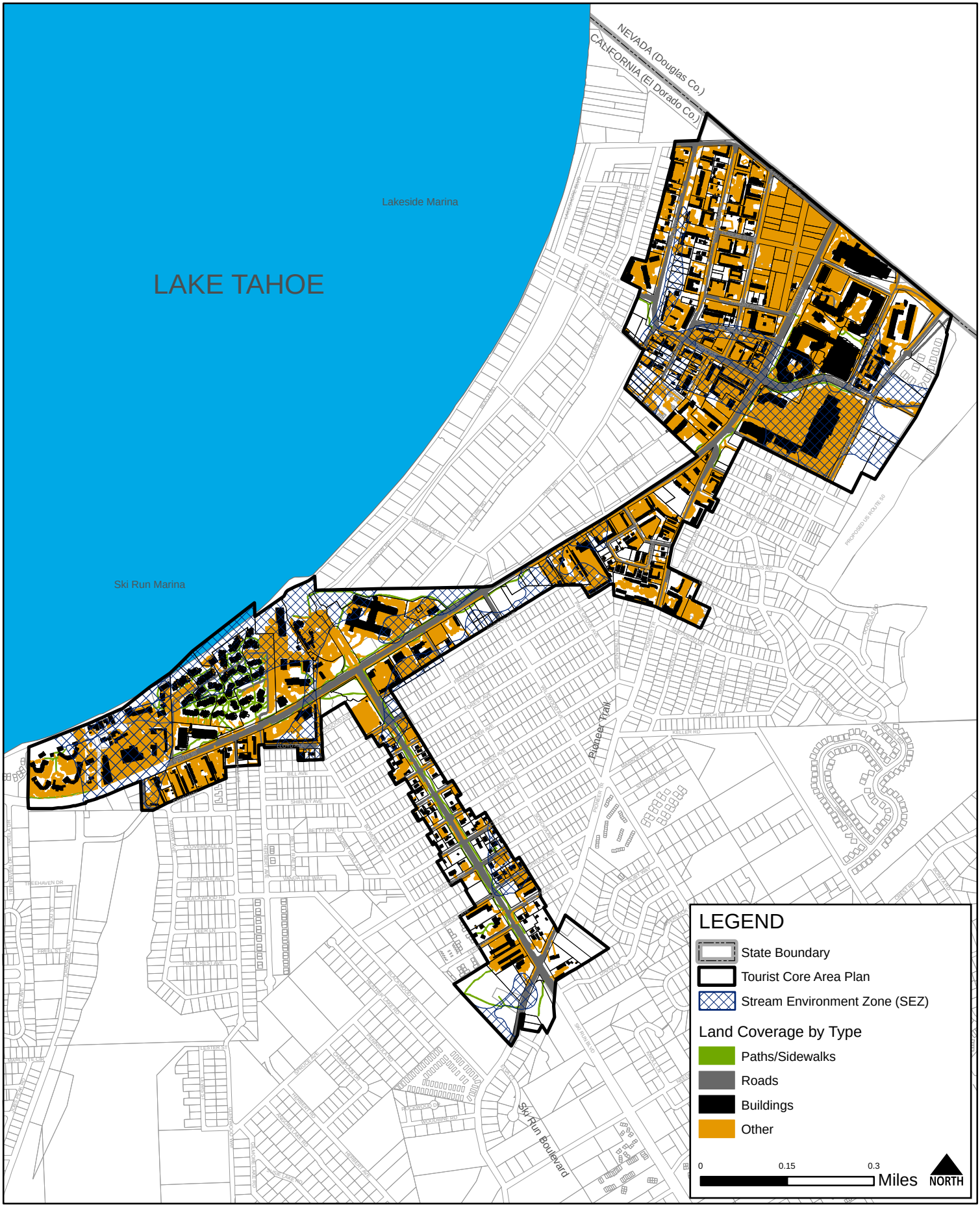

CITY OF SOUTH LAKE TAHOE

Figure 3-1
Existing Land Uses
April 1136



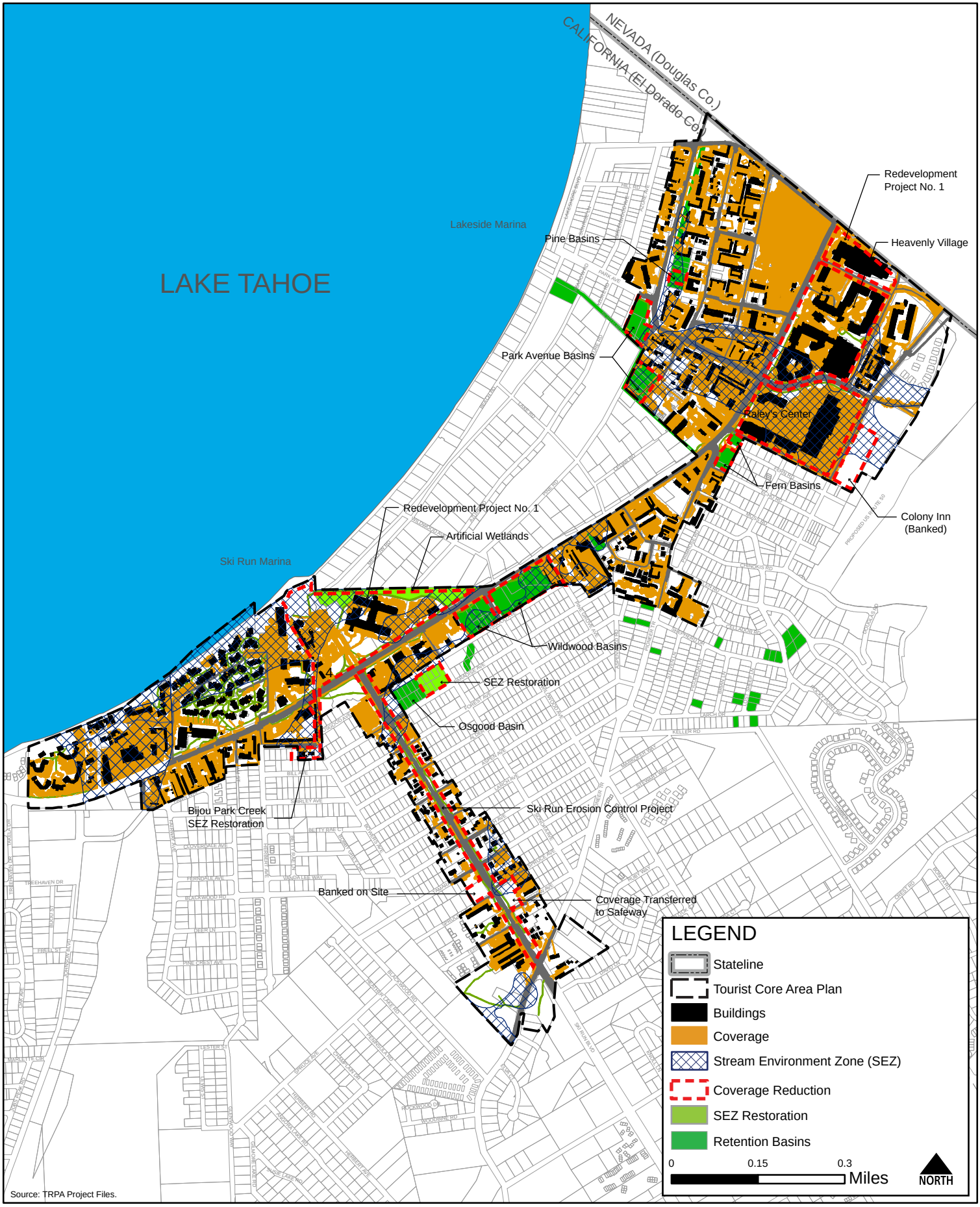

CITY OF SOUTH LAKE TAHOE

Figure 3-2
Mapped Land Capability
April 1137



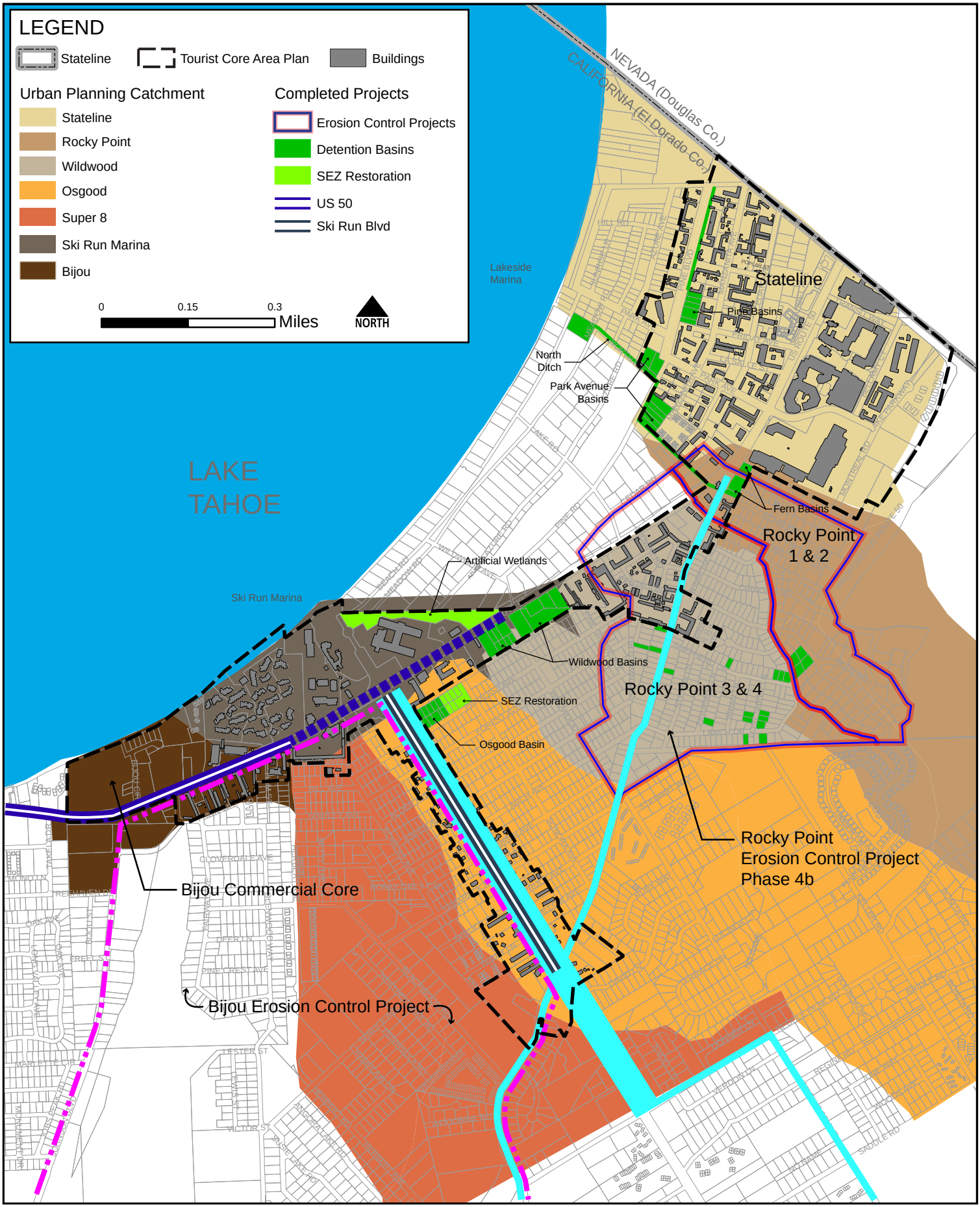

CITY OF SOUTH LAKE TAHOE

Figure 3-3
Existing Land Coverage
April 1138




CITY OF SOUTH LAKE TAHOE

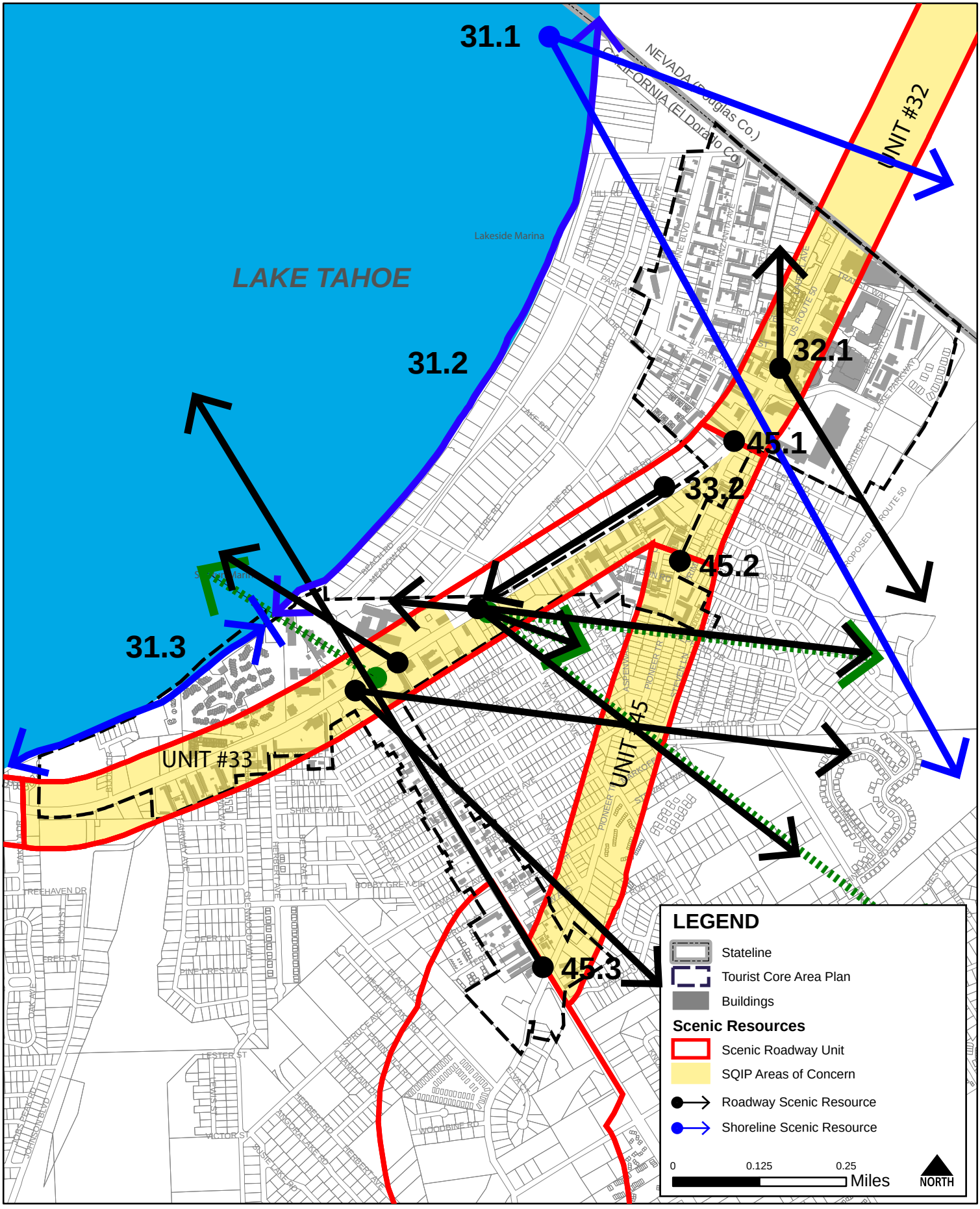
Figure 3-4
Land Coverage Reduction
April 1139




CITY OF SOUTH LAKE TAHOE

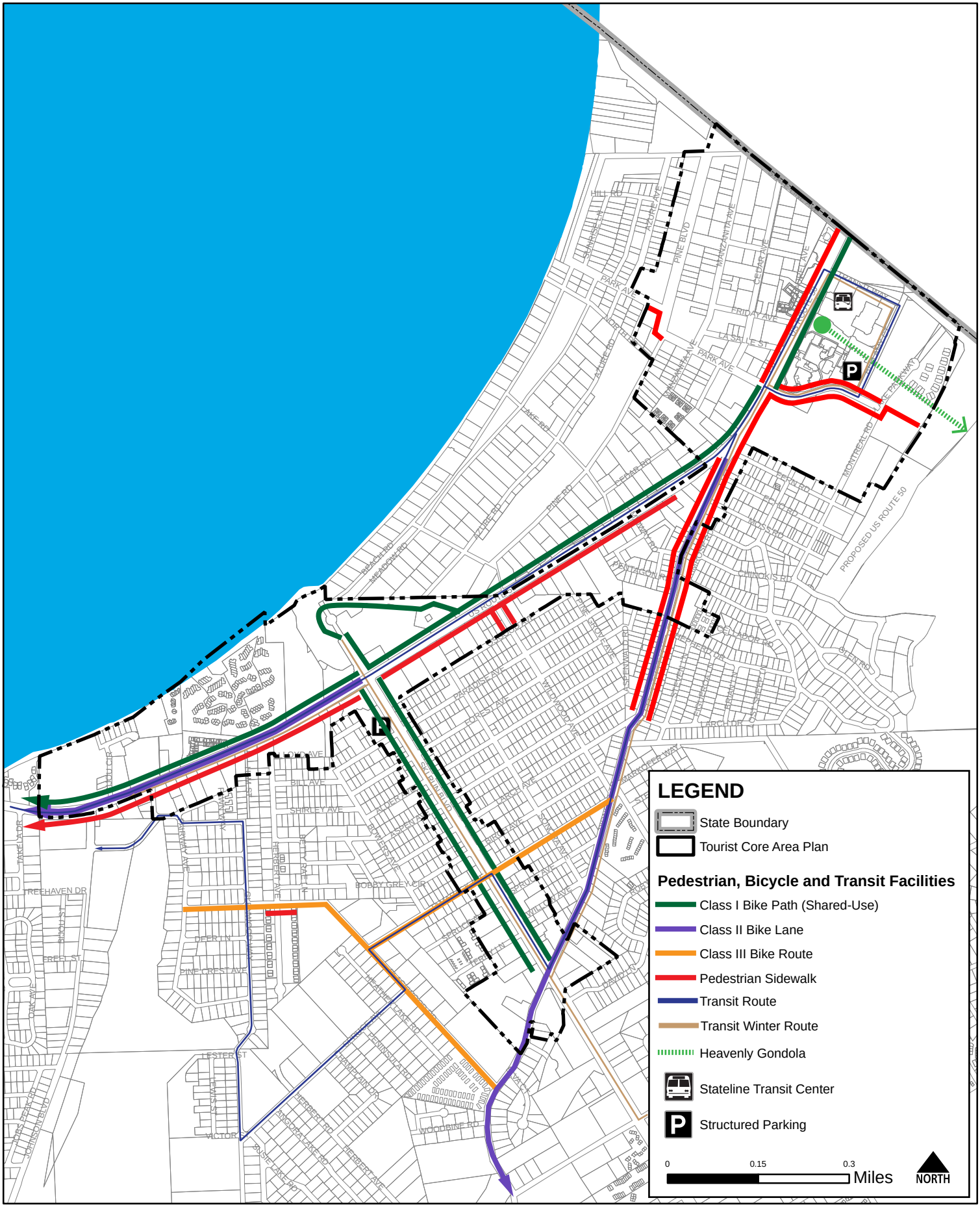
Figure 3-5
Existing Water Quality Improvements

April 1140




CITY OF SOUTH LAKE TAHOE

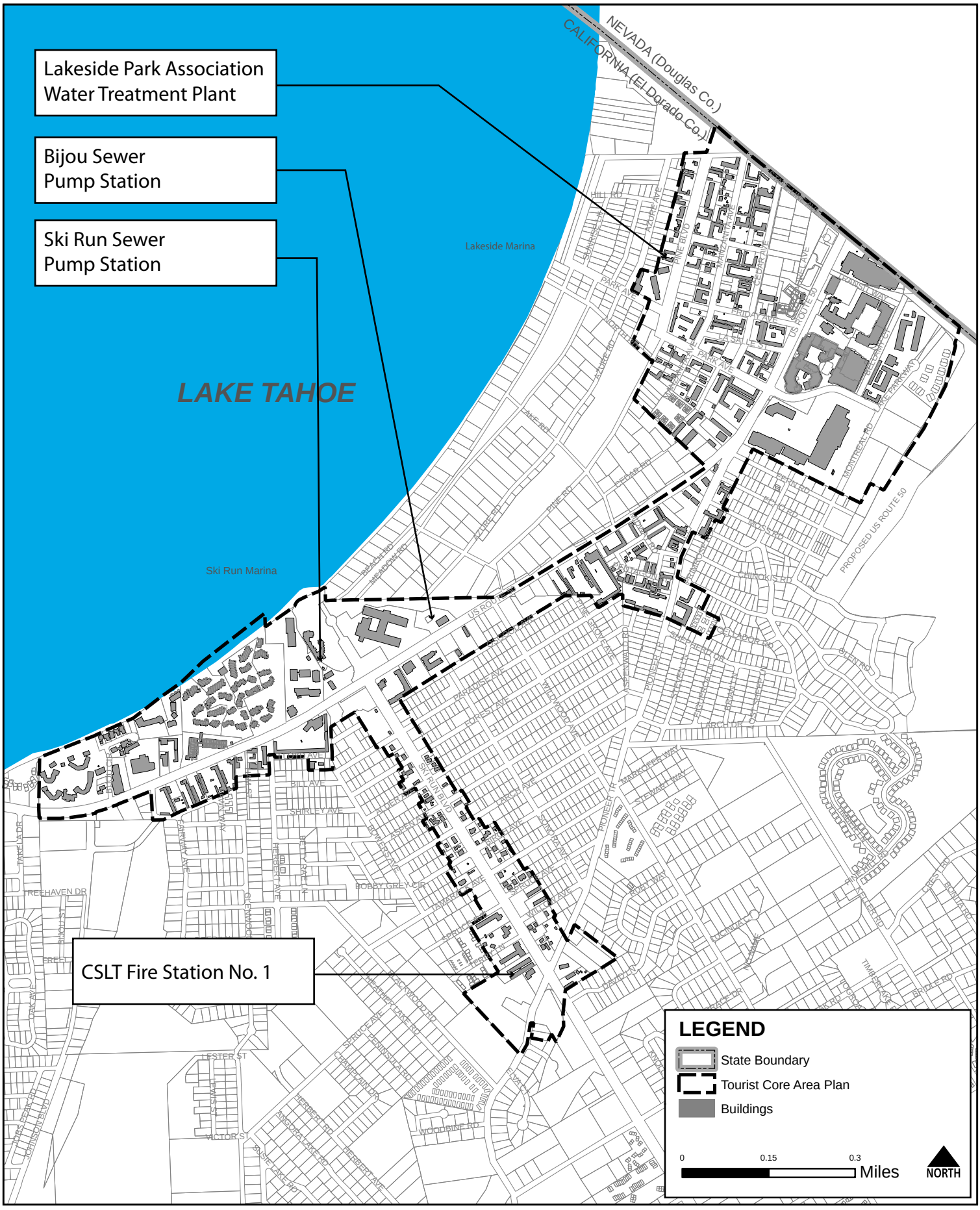
Figure 3-6
Existing Scenic Resources


LEGEND
State Boundary
Tourist Core Area Plan
Pedestrian, Bicycle and Transit Facilities
Class I Bike Path (Shared-Use)
Class II Bike Lane
Class III Bike Route
Pedestrian Sidewalk
Transit Route
Transit Winter Route
Heavenly Gondola
Stateline Transit Center
Structured Parking
0
0.15
0.3
Miles
NORTH
PROPOSED US ROUTE 50
PARK AVE
LA SALLE ST
FRIDAY AVE
PINE BLVD
MANZANITA AVE
CEDAR AVE
PINE AVE
ALPINE RD
LAKE RD
PINE RD
CEDAR RD
MONTREAL RD
FERN RD
ELKS CLUB RD
MOSS RD
WAY RD
PENTAGON RD
CHINOOK RD
PEACEBOOT RD
EL CENTRO
ALAMEDA AVE
PARADISE AVE
FOREST AVE
LAUREL AVE
LOMA VISTA DR
LARCH AVE
BRUCE AVE
DAVID AVE
WILLOW AVE
SUSIE LN
SUSIE LN
BILL AVE
SHIRLEY AVE
BOBBY GREY CIR
TREEHAVEN DR
DEER LN
PINE CREST AVE
CRYSTAL AVE
LESTER ST
VICTOR
WOODBINE RD
TAHOE KEYS BLVD
USTICK RD
HILL RD
BEACH RD
MEADOW RD
ARROWHEAD DR
ARROWHEAD DR
PARK AVE
PARK AVE
PARK AVE




CITY OF SOUTH LAKE TAHOE

Figure 3-8
Recreation Facilities




CITY OF SOUTH LAKE TAHOE

Figure 3-9
Public/Quasi-Public Facilities

April 1144

# Section 4
# VISION AND GUIDING PRINCIPLES

By virtue of its location, in proximity to Lake Tahoe with access to excellent skiing facilities, beach recreation and gaming in Nevada, the Stateline/Ski Run area is one of the most popular destinations within the Lake Tahoe Region. The Tourist Core Area Plan reflects the City of South Lake Tahoe's and the community's effort to rekindle the economic vitality of the Stateline/Ski Run area. A fundamental cornerstone of this Area Plan is the conviction that Stateline/Ski Run area should be a regional tourist destination and recreation center. To accomplish this vision, guiding principles, goals and policies encourage diversification of tourist, recreation and commercial attractions to create the high quality development expected in a destination resort community.

## 4.1 VISION STATEMENT

The area is envisioned as a central destination that provides full services for tourists and permanent residents and offers unique experiences related to the many outdoor recreation possibilities that surround the core area. The revitalization of the South Shore will catalyze the transformation from a failing and vestigial gaming economy into a sustainable outdoor tourism and recreational destination by incorporating active streetscapes, shopping, entertainment and outdoor dining opportunities. In addition, transit and alternative travel will provide an essential part of the envisioned destination resort experience, resulting in significant environmental gain and improved scenic quality.

## 4.2 GUIDING PRINCIPLES

Guiding principles for this Area Plan are derived from the South Shore Vision Plan and the existing adopted Stateline/Ski Run Community Plan. The following principles of the Area Plan create the foundation for a more ~~a~~ sustainable, economically prosperous, communal and environmental future:

- Include transit and alternative travel modes as an essential part of the destination resort experience.
- Implement transportation improvements that provide for both vehicular and pedestrian circulation.
- Create complete streets that allow for multiple uses including automobiles, bikes, and pedestrians.
- Implement environmental improvements to upgrade the natural and built environment.
- Establish a diversity and concentration of mixed-uses that create a strong, lively market.
- Establish gateway mixed-use resort nodes with a strengthened recreational presence.

- Establish the areas between the resort nodes on US Highway 50 as open space areas (remove old buildings and restore stream environment zones and open space).
- Establish a ~~low~~ low-speed Main Street in the center.
- Surround the resort center with visual open space.
- Establish a physical environment that creates a distinct sense of place.
- Establish an animated street for retail, dining, entertainment and events.
- Accomplish urban ~~place~~ place-making through the creation of interesting public gathering places.
- Locate recreation uses in close proximity to the tourist accommodation bed base and include a diverse array of outdoor activities.
- Create ~~high~~ high-quality accommodations to replace the obsolete properties.
- Originate critical access to Lake Tahoe from the resort center and visually and physically make the lake central to the resort experience.
- Develop new programs and facilities as catalysts to improve market attraction and improve area attractions (i.e., conference, indoor and outdoor theater, visitor center, museum, etc.).

These principles are incorporated into the land use districts, development and design standards and other sections of this Area Plan.

## 4.3 GOALS

In addition to the principles established above, the goals of the Tourist Core Area Plan are:

- Reduce dependency on the automobile and improve the movement of people, goods, and services within the Tourist Core and Tahoe Region consistent with the economic and environmental goals of the Area Plan.
- Maintain a balance between economic ~~health~~ and environment health by correcting past deficiencies in land use and being responsive to the needs and opportunities of the Tourist Core.
- Preserve, enhance and create additional high quality recreational opportunities and experiences within the Tourist Core.
- Ensure that the design elements of new, remodeled, and rehabilitated development are compatible with the scenic, recreation, and community values of the Tourist Core Area Plan and that physical development is consistent with the environmental and ecology of the Tahoe Region.
- Public services and facilities should be upgraded to support existing and new development.
- Preserve existing residential uses and increase multi-family housing options in the area plan.

# Section 5
# LAND USE
# AND COMMUNITY DESIGN

This section sets forth goals and policies for both land use and community design for the Tourist Core Area Plan.

## 5.1 GOALS AND POLICIES

This subsection outlines land use goals and policies for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed earlier.

**Goal LU-1 Land Use**
Continue to shape the Tourist Core into a pedestrian-oriented destination center for tourist and permanent residents that provide high quality services, accommodations, and recreational experiences.

- **Policy LU-1.1**
  Reinforce the Tourist Core as the primary visitor and tourist district in South Lake Tahoe.

- **Policy LU-1.2**
  Promote the revitalization of the Tourist Core by encouraging a mixed land use pattern that combines tourist accommodation, residential, commercial, public facilities, and public spaces to serve visitors~~-~~ and locals alike.

- **Policy LU-~~-~~1.3**
  Create distinctive, connected, and walkable districts that have a strong sense of identity.

- **Policy LU-1.4**
  Animate streets by allowing uses, such as retail, entertainment, special events, and outdoor dining and seating, oriented towards the sidewalk.

- **Policy LU-1.5**
  Continue to promote a vibrant ~~pedestrian~~ pedestrian-oriented center that includes retail, entertainment, tourist accommodation and residential uses, and community activity centers, such as a public plaza that serves the needs of visitors and residents.

- **Policy LU-1.6**
  Continue to develop Ski Run Boulevard as a multi-modal, mixed-use corridor with a streetscape that provides identity to the street and allows for a rich mix of uses including, but not limited to, services, public facilities, recreation, entertainment, retail, restaurants, tourist accommodation, residential and office spaces.

- **Policy LU-1.7**
  Create a connection to the casino core in Nevada with a seamless pedestrian street environment on both sides of the US HighwayHwy 50 and across the state line.

- **Policy LU-1.8**
  Designate areas within the tourist center and mixed-use corridor districts as a Special Events Area allowing for temporary events and activities to increase pedestrian and economic activity in these areas. All other temporary events and uses proposed outside these areas shall require a temporary use permit.

- **Policy LU-1.9**
  Encourage the operation of Farmers' Farmer's and Outdoor Markets in the Tourist Center and Mixed-Use Corridor districts.

- **Policy LU-1.10**
  Allow for the diversification of land uses within the Tourist Core to promote mixed uses and increase commercial, recreation, and tourist business opportunities to strengthen the south shore'sSouth Shore's economic base.

- **Policy LU-1.11**
  All proposed new uses located within the Heavenly Village District requires prior approval by the Park Avenue Development Management Association (PADMA) Board of Directors.

- Policy LU-1.12. Explore a focused pedestrian--oriented sustainable tourism destination in SLTSouth Lake TAhoe called the "Lake District," from Lakeview to Lakeside. Ensure pedestrian and bike connectivity between the Tourist Core and the Lake District.

-

**Goal LU-2 Community Design**
Ensure that the design of new, remodeled, and rehabilitated development improves the community character of the Tourist Core through appropriate site and building design standards that promotes a high quality physical environment that establishes a distinct sense of place.

- **Policy LU-2.1**
  Create an intriguing built environment by promoting the use of architectural themes in new development and redevelopment that complement the surrounding natural beauty. Encourage the use of pitched roofs, natural colors, and natural materials or natural appearing materials such as rock and wood.

- **Policy LU-2.2**
  Maximize views of the Lake and surrounding mountain ridgelines from U.S. US Highway 50 and public gathering places through appropriate site and building design.

- **Policy LU-2.3**
  Establish pedestrian-scaled and strategically-placed lighting along sidewalks and multi-use paths that promotes pedestrian safety and comfort and enhances architectural and site design concepts. Prevent unnecessary and intrusive lighting that detracts from the night time dark skies.

- **Policy LU-2.4**
  Locate parking so that it is not a dominant visual feature of the pedestrian environment by

locating parking to the side or rear of buildings. Encourage underground parking and shared parking where appropriate.

- **Policy LU-2.5**
  All projects within the Tourist Core that propose to change an exterior façade or site design shall require City Design Review.

- **Policy LU-2.6**
  The maximum density for parcels developed as part of the South Tahoe Redevelopment Demonstration Project No. 1 shall be subject to TRPA Code Section 31.4.3.

**Goal LU-3 Housing**
Provide for adequate housing in close proximity to the Casino Core, Heavenly Village and the Crescent V Shopping Center.

- **Policy LU-3.1**
  Promote ~~multi-family and condominium~~and incentivise residential units to be constructed as part of ~~a~~ mixed-use ~~development~~projects.

- **Policy LU-3.2**
  Promote density incentives for affordable and workforce housing projects. Continue to coordinate with TRPA to incorporate state law regarding density bonus within the framework of the Regional Plan.

- **Policy LU-3.3**
  Encourage and coordinate with employers to develop workforce housing.

- **Policy LU-3.4**
  Promote ADUs throughout the area plan and within adjacent residential neighborhoods.

- **Policy LU-3.5**
  Require mitigation for the loss of any residential units due to conversion or demolition.

- **Policy LU-3.6**
  Establish a minimum density for the Tourist Core Area Plan.

- **Policy LU-3.7**
  Coordinate with TRPA to incorporate state law regarding the reasonable accommodation procedures within the framework of the Regional Plan. This should include additional land coverage for necessary site improvements for ADA accessibility.

- ~~**Policy LU-3.2**~~
  ~~Promote home ownership by allowing for condominium units in TSC-NMX district.~~

**Goal LU-4 Coordination**
Coordinate with local, ~~State~~ state and federal agencies and private entities to develop Area Plans and codes that conform to the TRPA Regional Plan and City General Plan.

- **Policy LU-4.1**
  Coordinate with Douglas County on the South Shore Area Plan and ensure compatible land use strategies and street design standards within the Tourist Core Area Plan.

- **Policy LU-4.2**
  Coordinate with El Dorado County and Heavenly Resort as appropriate to ensure any Area Plan anticipated for the California Base Resort Recreation District is compatible and integrated with the goals, policies and implementation strategies of the City's General Plan and the Tourist Core Area Plan.

**Goal LU-5 Sustainability**
Create a sustainable and energy-efficient built environment.

- **Policy LU-5.1**
  Incorporate green building and increased energy efficiency components into the design, construction, and operation of new construction and major renovations.

**Goal LU-6 Transfer of Development**
To focus development in centers in order to maximize incentives and create transit-, bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors.

- **LU-6.1**
  Encourage and allow for the revitalization and consolidation of development within centers by encouraging the transfer and conversion of residential units of use, tourist accommodation units –and commercial floor area pursuant to TRPA Code Chapter 51.

**Goal LU-7 Noise**
To reduce exposure of harmful and annoying effects of excessive noise and ground-bourne borne noise levels within the Tourist Core.

- **Policy LU-7.1**
  The City shall require the 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 LU-7.2**
  The City shall 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, so noise mitigation may be included in the project design. All acoustical analysis shall:

  - Be the financial responsibility of the applicant;
  - Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
  - Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources; and
  - Estimate existing and projected cumulative (20 year20-year) noise levels in terms of Ldn or CNEL and/or the standards shown in Table HS-1, and compare those levels to the policies in this section;
  - Recommend appropriate mitigation to achieve compliance with the adopted policies and standards in this section, giving preference to proper site planning and design over mitigation measures which require the construction of noise

barriers or structural modifications to buildings which contain noise-sensitive land uses;

- Estimate noise exposure after the prescribed mitigation measure(s) has been implemented; and
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

- **Policy LU-7.3**
  The City shall 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. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan ~~Draft~~ Final EIR. The City will ensure that construction operations are designed to avoid or mitigate ~~for~~ vibrations above 0.02 inches/second (0.5 mm/second).

- **Policy LU-7.4**
  The City shall incorporate measures to ensure noise/land use compatibility on a project-specific basis. Such measures may include, but are not limited to, the following:
  - Construction of barriers, berms, and/or acoustical shielding;
  - Establishment of setback requirements for new development in specific areas exposed to roadway noise;
  - Noise-reducing acoustical treatment of existing and proposed buildings; and
  - Use of building layout and project features for noise-screening purposes.

## 5.2 LAND USE AND ZONING

This section describes planned land use zoning districts for the Tourist Core Area Plan.

Pursuant to TRPA's Regional Plan, Chapter 13 of the TRPA Code of Ordinances, the City of South Lake Tahoe is partnering with TRPA to prepare an Area Plan that conforms to the TRPA Regional Plan Conceptual Land Use Map and the City of South Lake Tahoe General Plan Land Use Diagram. The Tourist Core Area Plan will serve as the regulating plan with specific zoning districts and specific regulations that establish permitted and conditional land uses, and development standards that establish regulations for maximum density, building setbacks, and building height.

### TOURIST CORE AREA PLAN

The zoning districts for the Tourist Core Area Plan are Tourist Center Core (TSC-C), Tourist Center Mixed-Use (TSC-MU), Tourist Center Mixed-Use Corridor (TSC-MUC), Tourist Center Gateway (TSC-G) and Tourist Center Neighborhood Mixed-Use (TSC-NMX). The location and boundaries of the zoning districts are depicted in Figure 5-1.

**Tourist Center Core (TSC-C)**
This district is the activity center of the Tourist Core Area Plan and intended to become a commercial, tourist and recreation destination with public gathering places, animated streets and intensive retail activity meeting the needs of both tourists and residents of the ~~south shore~~South

Shore. This district allows for horizontal and vertical ~~mixed~~ mixed-use projects with a focus on street-level active storefronts encouraging pedestrian activity. The sub-district contains complete streets that support multi-modal transportation options. Permissible uses include tourist accommodation, retail commercial, entertainment, restaurants, recreation and mixed-use residential development.

**Tourist Center Mixed-Use (TSC-MU)**
This district is intended to primarily provide for tourist accommodation uses, with supporting retail commercial uses to meet the regional demand for quality accommodation in the Stateline area in a manner compatible with a pedestrian environment.

**Tourist Center Mixed-Use Corridor (TSC-MUC)**
This district is intended to support Ski Run Boulevard as a multi-modal, mixed-used corridor with a wide array of uses that encourage pedestrian activity. Permissible uses include a rich mixture of employment services, professional offices, commercial, public service, recreation, tourist accommodation and residential buildings organized around an aesthetically-pleasing pedestrian environment.

**Tourist Center Gateway (TSC-G)**
This district is intended to create an attractive mixed-use commercial and tourist accommodation corridor that provides a welcoming gateway to the South Shore area. The physical form varies to reflect the mixed-use character of the gateway corridor and to transition to the more intensive Tourist Center Core District. Permissible uses include tourist accommodation, residential, commercial, restaurants, and recreation.

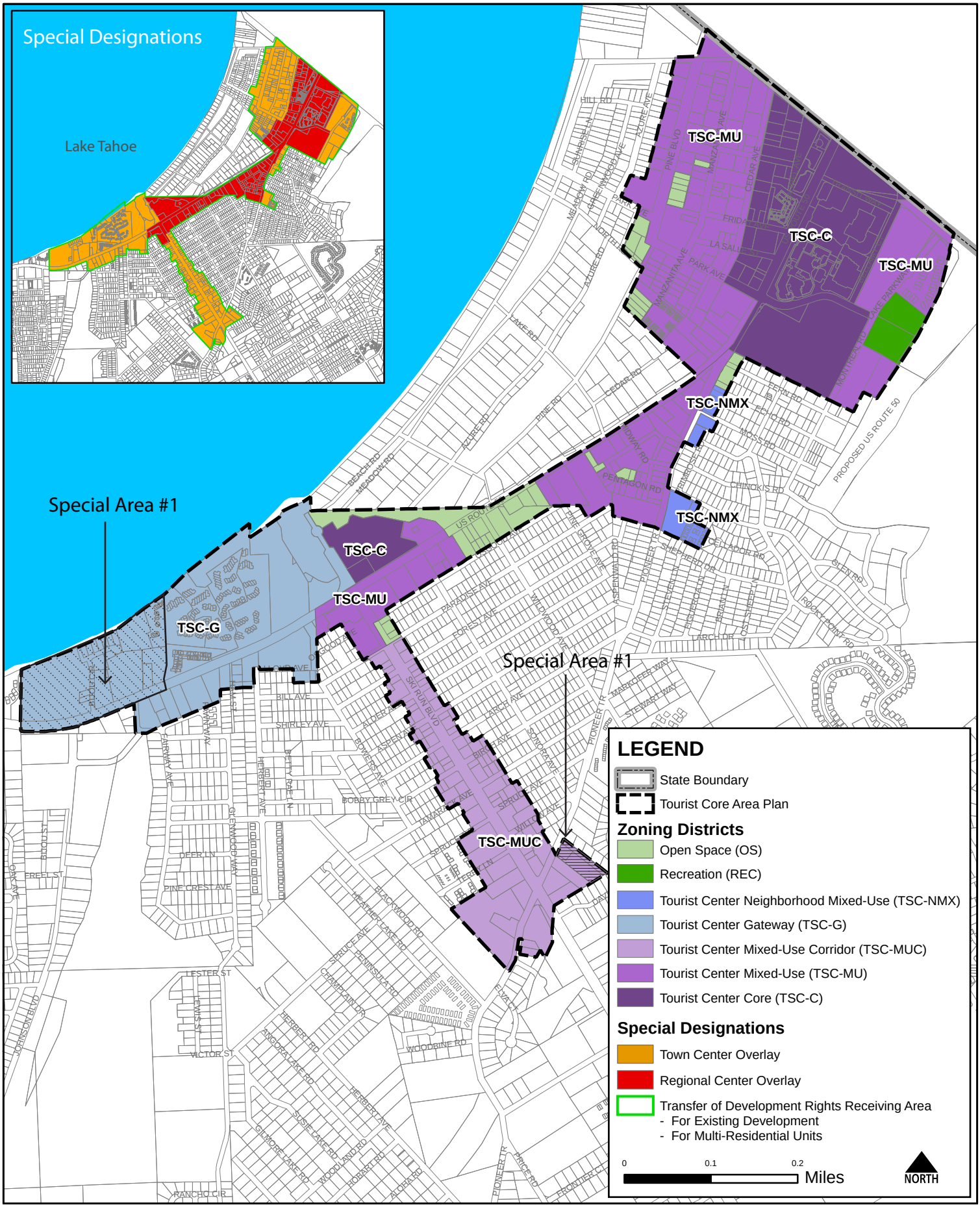
**Tourist Center Neighborhood Mixed Use (TSC-NMX)**
This district is intended to allow a variety of residential and non-residential uses to encourage a greater mix and intensity of uses in a pedestrian scaled environment that is appropriate to its neighborhood context and adjacent residential uses. Permissible uses include commercial, public service, professional offices, as well as residential and tourist development.

**Recreation (REC)**
This district is intended to allow a variety of recreation uses such as dispersed recreation and parks. Permissible uses include day use areas and group facilities.

**Open Space (OS)**
This district is intended to preserve land in its present use that would: 1) conserve and enhance natural or scenic resources; 2) protect stream~~s~~ environment zones, sensitive lands, water quality or water supply; 3) promote soil and habitat conservation; 4) enhance recreation opportunities; and/or 5) preserve visual quality along highways, roads, and street corridors or scenic vistas. The land is predominantly open, undeveloped~~,~~ or ~~in a~~ lightly developed, and is suitable for any of the following: natural areas, wildlife and native plant habitat; erosion control facilities, stream environment zones, stream corridors; passive parks; and/or trails for non-motorized activities.

## PERMISSIBLE USES, DEVELOPMENT AND DESIGN STANDARDS

The permissible use list, development standards and design standards for all zoning districts in the Tourist Core Area Plan are found in Appendix C of this Plan.




CITY OF SOUTH LAKE TAHOE

Figure 5-1
Zoning Map
April 1153

# Section 6
# TRAFFIC AND CIRCULATION

This section sets forth goals and policies for transportation and recommends strategies to enhance mobility patterns by enabling users to satisfy their travel needs while supporting the area's environmental, social, and recreational goals.

## 6.1 GOALS AND POLICIES

This subsection outlines transportation and circulation goals and policies for the Tourist Core Area Plan that implements the vision and guiding principles discussed earlier in Section 4.

**Goal T-1**
Provide for safe and efficient vehicular circulation for the Tourist Core Area Plan.

- **Policy T-1.1**
  Encourage the modification of US Highway 50 to a ~~low~~ low-speed pedestrian ~~main street~~Main Street through the TSC-C District.

- **Policy T-1.2**
  Strive to maintain a level of service (LOS) D or better on all arterials, collectors and at signalized intersections. This LOS standard may be exceeded 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.

- **Policy T-1.3**
  Install an integrated way-finding and directional signage program throughout the Tourist Core Area Plan directing visitors to recreation, commercial, tourist, transit and parking facilities.

- **Policy T-1.4**
  Reduce the number of ingress/egress points along US Highway 50 by combining and realigning driveways to improve traffic flow and eliminate pedestrian conflict.

- **Policy T-1.5**
  The City shall participate with the TMPO, TTD, FHWA, NDOT, Caltrans, Douglas County, the State Parks of California and Nevada in the planning and implementation of the South Shore Community Revitalization Project.

**Goal T-2**
To create a functional, safe, convenient, and integrated pedestrian and bikeway system which

provides access to recreation, retail and entertainment opportunities as an alternative to vehicle trips.

- **Policy T-2.1**
  Establish the Lakeside plan area, Stateline Avenue and Park Avenue as a pedestrian/bike street connection to Lakeside Marina and access to Lake Tahoe.

- **Policy T-2.2**
  Provide adequate pedestrian and bicycle facilities such as continuous sidewalks, bike paths and bike lanes throughout the plan area that connect commercial, entertainment and recreation areas of the plan.

- **Policy T-2.3**
  Install bicycle racks or lockers at public parks, gathering areas, shared parking facilities, and ~~the~~ transit centers, and require them in all new private ~~construction~~ developments and changes of use or tenant improvements ~~remodels that require major or minor design review~~.

- **Policy T-2.4**
  Bicycle and pedestrian improvement projects identified in ~~The~~ the City General Plan, TRPA Regional Plan, Area Plans and/or TRPA Bike and Pedestrian Master Plan, which are adjacent to or within private development areas, shall be implemented as conditions of approval.

- **Policy T-2.5**
  Where applicable, sidewalks shall be required for all new and expanded uses as conditions of project approval.

- **Policy T-2.6**
  Install an integrated way-finding and directional signage program for pedestrians to encourage walking and biking to recreation, commercial and tourist facilities.

- **Policy T-2.7**
  Where feasible, the City shall strive to maintain sidewalks and bicycle facilities for year-round use.

**Goal T-4**
To promote the use and expansion of multi-modal transportation options, including transit for visitors and residents.

- **Policy T-4.1**
  Collaborate with the Tahoe Transportation District and other transportation entities and service providers to ensure adequate transit service and facilities in the Tourist Core Area Plan. Ensure that the Tourist Core Area Plan is served by frequent bus service along US Highway 50 and along routes that provide access to the lake and other recreation opportunities. Ensure that adequate bus shelters and bus pull-outs are installed throughout the Tourist Core Area Plan.

- **Policy T-4.2**
  Encourage the use of water-borne transit along the ~~south shore~~South Shore from Camp Richardson Resort to Zephyr Cove Resort and provide stops at Ski Run and Lakeside Marinas.

- **Policy T-4.3.**
  Continue to partner with South Shore Transportation Management Association, Tahoe Transportation District, Tahoe Regional Planning Agency, and other partners to identify new and existing funding sources to expand fixed routes, other transit options, and electrify micro-transit service.

- **Policy T-4.4.**
  Building upon the US Highway 50 safety project, develop a Corridor Plan for US Highway 50 from the "Y" to "Stateline," including major connecting arterials while identifying options to prioritize alternative modes of transportation.

- **Policy T-4.5**
  Coordinate with South Shore Transportation Management Association, Tahoe Transportation District, and businesses to create an enhanced mobility hub within the Tourist Core Area Plan Town Center District to complement existing and planned multi-modal options.

**Goal T-5**
To develop complete streets in the South Shore Area that allow for multiple uses including automobiles, bikes and pedestrians.

- **Policy T-5.1**
  Develop and adopt complete street roadway design standards for US Highway 50, arterial streets and collector streets. and the following collector streets: Park Avenue, Heavenly Village Way, Stateline Avenue, and Pioneer Trail and Ski Run Boulevard.

**Goal T-6**
To provide adequate parking facilities that are integrated with and support a walkable, vibrant Tourist Core.

- **Policy T-6.1**
  Encourage underground parking where feasible, shared parking, reduced parking, or on-street parking to promote a pedestrian friendly main streetMain Street in the Tourist Core.

- **Policy T-6.2**
  Allow projects in pedestrian areas, areas with concentration of overnight accommodations, and in areas served by transit to reduce the parking requirement of the Citywide Parking Ordinances and waive the onsite parking requirement if a parking study and a plan is completed and approved. Allow mixed-use projects to reduce their parking requirements provided that a parking demand analysis is submitted and approved by the City. p Projects can offset parking demand through additional parking management, contributions to shared parking facilities, public transportation and/or right of way improvements. , or if parking is exempted under state or regional law. or through additional contributions to public transportation and right of way improvements.

- **Policy T-2.6**
  Established reduced parking requirements for affordable housing projects that are not exempt from parking requirements by state law.

- **Policy T-2.7**

- Conduct public outreach and studies to determine the feasibility of establishing a parking benefit district to facilitate the development of shared public parking facilities and parking management within the district.

- **Policy T-2.8**
  Promote shared parking for mixed-use projects.

- **Policy T-2.9**
  Encourage affordable housing developers to unbundle parking and rent parking spaces separately from the units.

## 6.~~1~~2 PROPOSED IMPROVEMENTS

This subsection outlines transportation and circulation improvements that implement the vision, guiding principles and the goals and policies of the Tourist Core Area Plan listed above.

A variety of improvements to the area's transportation and mobility system, which are intended to encourage safety, connectivity, and access to the area's recreational opportunities, are proposed by various agencies and are in various phases of design, permitting or environmental review.

The South Tahoe Greenway and the Nevada Stateline-to-Stateline Bikeway are examples of projects that would enhance the area's recreational opportunities by establishing an alternative mode of transportation for visitors and locals interested in connecting to the region's recreation attractions, community centers, transportation facilities, and residential neighborhoods.

### CITY OF SOUTH LAKE TAHOE

The following Capital Improvement Projects will be constructed or are planned within the Tourist Core Area Plan or its vicinity:

- Pioneer Trail Pedestrian Upgrades: The Pioneer Trail Pedestrian Upgrade project includes five-foot wide paved sidewalks and streetlights on both sides of Pioneer Trail from ~~U.S.~~US Highway 50 to ~~Larch Avenue~~Ski Run Boulevard. The sidewalks will meet American Disability Act (ADA) design standards. In addition, transit bus shelter pads will be constructed at bus transit stops in the Pioneer Trail project area. The Tahoe Transportation District (TTD) will follow up with arranging the construction of the bus shelters on the concrete pads in the near future. The improvements are expected to provide safe pedestrian access from adjacent residential neighborhoods to the Tourist Core, a major commercial and employment center, and encourage workers and visitors in the area to walk to their destinations. ~~Work~~ Construction on Phase 1 from US Highway 50 to Larch Avenue has been completed. Construction of Phase 2 from Larch Avenue to Ski Run Boulevard has been permitted and is scheduled to begin in ~~mid-July and be completed by October 15, 2013~~summer of 2024.

- ~~Linear Park Improvements: This project includes upgrading landscaping, lighting, irrigation, and the shared use pedestrian-bicycle pathway pavement section. The~~

proposed streetlight work includes the removal of existing bollard lights and replacing them with the City's current streetlight standard (Ski Run Blvd streetscape style lighting). The existing pedestrian-bicycle path pavement has large transverse cracks that will be pulverized to provide a better structural sub-section and repaved with crack resistant polymer modified pavement. The improvements are expected to enhance the pedestrian and bicycling experience between the major tourist and commercial uses at Stateline to the recreation opportunities and lake access at Ski Run Boulevard. In addition, the project is expected to improve the visual quality of the scenic corridor. This project has been approved by TRPA and work is scheduled to begin in early May and be completed by mid-July 2013.

- El Dorado Beach to Ski Run Bike Trail: The El Dorado Beach to Ski Run Bike Trail project includes construction of an approximately 1-mile long Class 1 bike path (paved bike path in dedicated right-of-way separated from roadway right-of-way) on the north side of U.S. Highway 50 between El Dorado Beach and Ski Run Boulevard.

- Fixin' Highway 50 Initative: The Fixin' Highway 50 Initiative was adopted by the City Council in May, 2011 with the adoption of the City's first-ever Business Plan. The goal of the Initiative is to leverage resources to construct improvements adjacent to Highway 50 at the same time as Caltrans is improving Highway 50 during the next two to three years.

## CALIFORNIA TAHOE CONSERVANCY

- South Tahoe Greenway: The proposed South Tahoe Greenway Shared Shared-Use Trail will create the backbone of the bicycle and pedestrian network in South Lake Tahoe and will take a major step forward in furthering sustainability goals of the south shoreSouth Shore communities. The Greenway will connect residents and visitors to community and recreation destinations from Stateline to Meyers, providing a high- -quality alternative to private automobile use. The highest priority 1.8-mile segment will link urban neighborhoods in the core of South Lake Tahoe to shopping, social services, schools, and recreation destinations. Continuing the trail system northward to the state line provides important connections to the largest concentration of visitor services in the region, including shopping, lodging and transit. Completion of this link also connects the recreation resources at Van Sickle Bi-State Park to the network. A southern trail extension to Meyers, not part of the current project, would complete the transportation link. Future actions will identify the best alignment for this extension. Because the share share-use trail terminates within the Tourist Core it's it is imperative that the Area Plan leverages this resource by supporting connectivity from within the plan area to those trails. Currently, Phase 1A, 1B and 2 have been constructed that connects Sierra Boulevard to Herbert Avenue, and is approximately 1.8 miles in length. Planning and design efforts are currently underway to construct Phase 1C, which would connect Herbert Avenue to Ski Run Boulevard.

## TAHOE TRANSPORTATION DISTRICT

- South Shore Community RevitalizationMainstreet Management Plan Project: The most significant change would be the implementation of the Mainstreet Management PlanUS 50/South Shore Community Revitalization Project. This project wouldto promote increased safety, efficient traffic flow, and environmental and visual improvements. The proposed plan would convert the US Highway 50 existing route through the commercial/resort core into a main streetMain Street with pedestrian amenities. The project is currently under environmental review and four alternatives are being analyzed.

- Nevada Stateline-to-Stateline Bike ~~trail~~Trail: Although not located within the Area Plan this important linkage connects the Tourist Core to the proposed region-wide bike trial network and recreation opportunities. The entire 30+-mile Nevada Stateline-to-Stateline Bikeway will extend from the Nevada Stateline in Crystal Bay to the Nevada Stateline in South Lake Tahoe. The project also includes two demonstration projects that are approximately 3 miles in length~~—~~, the north demonstration project extends from Incline Village to Sand Harbor and the south demonstration project extends from Lake Parkway to Round Hill Pines. Partnering with Douglas County and the US Forest Service Lake Tahoe Basin Management Unit, TTD managed the construction of the one-mile Rabe Meadow Bike Path, the first phase of the 3.2-mile Stateline to Round Hill segment. This segment was completed in October 2012 and accesses Nevada Beach and the Kahle Community Center.

  In June of 2013, the second phase of the bike trail from Elks Point to Roundhill and a ~~spur~~ link to Nevada beach will be constructed.

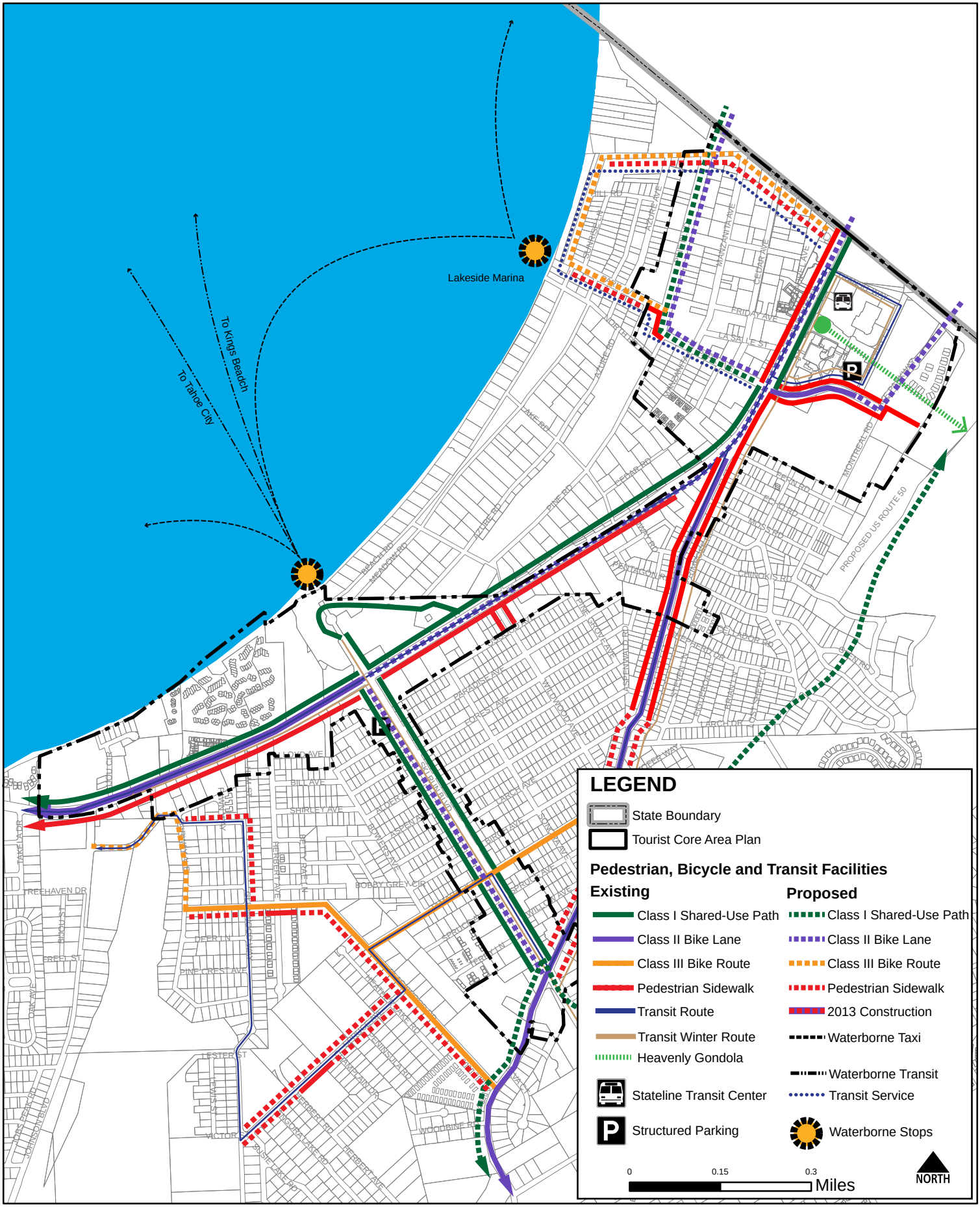
- Waterborne Transit: The TTD in collaboration with local and state governments and the private sector are evaluating a waterborne solution, such as a passenger ferry service, as an option in the "North-South Transit Connection Alternatives Analysis." The study is currently underway to apply for federal funding.

## PRIVATE SECTOR

- Water Taxi: A secondary water taxi service would connect the marinas and beaches along the south shore, creating a unique and convenient way for connecting people to local recreation resources. Currently, a water taxi service is provided between Camp Richardson, Timber Cove Pier, and Lakeside Marina.

Future improvements to the area's transportation and circulation system will provide opportunities for residents and visitors to walk, bike, or use public transit throughout the area. While slight adjustments to the existing roadway system may be possible, the greatest potential for improving the overall transportation and circulation system will be achieved through the development of a comprehensive multi-modal network. Continuing to make connections between the completed trails and sidewalks and proposed additions, as well as strengthening the connections to public transportation options, will create the foundation for a transportation network with the ability to improve TRPA's thresholds for Vehicles Miles Travelled (VMT), air quality, water quality and noise, support the local economy, improve public health and support a connected, walkable and bikeable community.

Figure 6-1 depicts proposed improvements to the transportation network.




CITY OF SOUTH LAKE TAHOE

Figure 6-1
Proposed Transporation Improvements

April 1160

# Section 7
# NATURAL AND CULTURAL RESOURCES

This section sets forth Natural and Cultural Resources goals and policies for the Tourist Core Area Plan. In addition, it lists specific strategies to achieve environmental improvements in the areas of water quality, scenic resources, and Stream Environment Zones (SEZs).

## 7.1 GOALS AND POLICIES

This subsection outlines Conservation goals and policies for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed in Section 4.

**Goal NCR-1 Scenic Resources**
To protect and enhance the visual connection between South Lake Tahoe and the Lake Tahoe Region's scenic resources.

- **Policy NCR-1.1**
  Improve the visual quality of the built environment consistent with the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP) to attain threshold attainment for Scenic Roadway Units # 32, 33 and 45.

- **Policy NCR-1.2**
  Maintain Stream Environment Zone (SEZ) restoration sites and stormwater drainage basins as view corridors and scenic resources to relieve the strip commercial character along US Highway 50 within the Tourist Core.

- **Policy NCR-1.3**
  Adopt siting and building design standards and guidelines to protect, improve, and enhance the scenic quality of the natural and built environment and take full advantage of scenic resources through site orientation, building setbacks, preservation of viewsheds, and height limits.

**Goal NCR-2 Stream Environment Zones**
To protect ~~past~~ existing Stream Environment~~al~~ Zone (SEZ) restoration projects and areas of undisturbed SEZ within the Tourist Core Area Plan.

- **Policy NCR-2.1**
  Increase the area of naturally functioning SEZs by preserving existing SEZs and initiating and completing the restoration/rehabilitation of 7 acres of disturbed SEZs.

- **Policy NCR-2.2**
  Protect and direct development from SEZs, and encourage the removal and transfer of

existing development from disturbed SEZs that can be feasibly restored by creating incentives for their removal.

- **Policy NCR-2.3**
  Encourage the use and access to designated open space for passive recreation uses when they conform to resource restrictions.

- **Policy NCR-2.4**
  Restore SEZs and other sensitive lands within and outside of the Area Plan through transfers of existing development, development potential, and coverage to high capability lands within the Tourist Core.

**Goal NCR-3 Water Quality**
To protect and enhance the clarity of Lake Tahoe and water quality in the area's rivers, creeks, and groundwater

- **Policy NCR-3.1**
  Ensure installation and maintenance of Best Management Practices (BMPs) on all projects delegated under the permitting authority of the Memorandum of Understanding between TRPA and the City of South Lake Tahoe.

- **Policy NCR-3.2**
  Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on commercial and multi-family land uses that are adjacent, have connected impervious surfaces, or are in the same catchment as ~~EIP~~ Environmental Improvement Program (EIP) projects or public projects.

- **Policy NCR-3.~~2~~3**
  Coordinate with TRPA to prioritize and implement ~~Environmental Improvement Program~~EIP ~~(EIP)~~ water quality improvement projects based primarily on their ability to reduce pollutant loads.

- **Policy NCR-3.~~3~~4**
  Implement the recommendations outlined in the *City of South Lake Tahoe Pollutant Load Reduction Plan (PLRP)* to achieve the Lake Tahoe TMDL five-year load reduction targets ~~for year 2016~~.

- **Policy NCR-3.~~4~~5**
  Collaborate with Lahontan to update and refine the *Pollutant Load Reduction Strategy* for load reduction targets beyond the year 2016 and update the *Pollutant Load Reduction Plan* as necessary to achieve the Lake Tahoe TMDL load reduction targets. The Tourist Core Area Plan hereby incorporates by reference all, monitoring~~-~~, operations and maintenance, and reporting required by the City's NPDES permit, the adopted Pollutant Load Reduction Plan and the Stormwater Management Plan, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5.

- **Policy NCR-3.~~5~~6**
  Coordinate with Caltrans to ensure the implementation of water quality improvement projects along US Highway 50 within the Tourist Core Area Plan.

**Goal NCR-4 Land Coverage**
Maximize opportunities to remove or mitigate excess land coverage throughout the Tourist Core Area Plan

- **Policy NCR-4.1**
  Onsite land coverage reduction will occur primarily through environmental redevelopment by providing development incentives in centers that promote the relocation and transfer of land coverage. The City will endeavor, where feasible, to reduce and avoid creating new coverage in order to benefit the objectives of the TCAP and other areas of South Tahoe.

- **Policy NCR-4.2**
  The City shall consider opportunities for coverage reduction in all private and public redevelopment projects in the Tourist Core.

- **Policy NCR-4.3**
  Encourage on-site landscaping in all private and public redevelopment projects that results in coverage reduction. Landscape features should be integrated with BMPs to treat stormwater runoff.

- **Policy NCR-4.4**
  Priority should be given to transferring hard coverage from SEZs and other sensitive lands to ~~high capability~~high-capability lands within the Tourist Core.

**Goal NCR-5 Air Quality**
To incorporate air quality improvements and emission reductions in the Tourist Core.

- **Policy NCR-5.1**
  The City shall incorporate measures to reduce construction-generated 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 a fuels reduction project.
  - Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.
  - Restriction of idling of construction equipment and vehicles.
  - Apply water to control dust as needed to prevent dust impacts offsite.

## 7.2 IMPLEMENTATION STRATEGIES

This subsection outlines natural resource strategies that implement the vision, guiding principles and the goals and policies of the Tourist Core Area Plan.

### SCENIC RESOURCES

As discussed in ~~the~~ Section 3, Existing Conditions, TRPA Threshold Evaluations noted that the majority of roadway units with improved threshold scores fall partially or wholly within Community Plan ~~areas~~Areas. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscape drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts, and improved signage have all contributed to a transformation in many of these units. This improvement affects both travel route and scenic quality ratings.

Within the Area Plan, two Scenic Threshold Travel Routes (Units #32 and #33) are close to threshold attainment and one (Unit #31) is in attainment. Continued improvements in the built environment by implementing the recommendations of the Scenic Quality Improvement Program, implementing design standards of the Area Plan that upgrade the overall architectural quality, preserving open space and viewsheds, installing curb and gutter along US Highway 50 are expected to move these units into attainment. The following implementation strategies are intended to promote threshold attainment:

- Zone SEZ restoration sites and stormwater drainage basins as Open Space in the Tourist Core Area Plan
- Designate the following as scenic resources:
  - The view of the Wildwood Basins and artificial wetlands located adjacent to US Highway 50.
  - The mountain and ridgeline viewshed located at the intersection of US Highway 50 and Ski Run Boulevard looking towards East Peak and Heavenly Ski Resort.
  - The view of Lake Tahoe located at the intersection of US Highway 50 and Ski Run Boulevard looking towards Lake Tahoe and Ski Run Marina.
- Incorporate design standards that enhance the scenic quality of the natural and built environment in the Tourist Core ~~-~~for the following areas:
  - Architectural Style
  - Building Materials
  - Building Colors
  - Building Height
  - Access Drives
  - Parking
  - Lighting
  - Landscaping
  - Signs
  - Utility Lines
- Install pedestrian sidewalks along Pioneer Trail from the intersection of US Highway 50 to Larch Avenue
- Upgrade the Linear Parkway.
- Install curb and gutters as part of the Caltrans US 50 Water Quality Improvement Project from just west of Ski Run Boulevard to Wildwood Avenue.
- Implement the City of South Lake Tahoe's Business Façade Improvement Program to provide low-interest loans to local businesses and Business Improvement Districts to aesthetically improve building facades.

Figure 7-1 depicts proposed new scenic resources within the Tourist Core Area Plan.

## STREAM ENVIRONMENT ZONE

The Tourist Core Area Plan responds to the needed SEZ improvements. The following programs and key strategies are intended to promote SEZ threshold attainment:

- Prioritize the existing tourist accommodation uses east of the ~~wildwood basins~~Wildwood Basins for SEZ restoration. Encourage property owners to use TRPA's transfer incentives to relocate the tourist accommodation units to more appropriate locations.

- Restore the disturbed SEZ on the Colony Inn parcel located along Montreal Road.

## WATER QUALITY

The Tourist Core Area Plan responds to the needed EIP improvements in water quality by continuing to require installation of on-site BMPs, construction and maintenance of water quality improvement projects within the Tourist Core ~~-~~and implementation of the City's TMDL Pollutant Load Reduction Plan. The following programs and key strategies are intended to promote water quality threshold attainment.

**BMPs:** Implement the following BMP Projects

- Focus BMP installation and compliance on commercial and multi-family projects within the Tourist Core that are adjacent, have connected impervious surfaces, or the same catchment as EIP or public projects.
- The City shall require BMPs to be installed and maintained ~~in~~ on all projects reviewed under the City's MOU to capture a 20-year, one-hour storm or alternative BMPs if infiltration is not possible.
- Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on approximately 290 acres of commercial land uses that directly discharge stormwater to Lake Tahoe

**EIP Projects**: Implement the following Water Quality Improvement Projects (WQIPs):

- US Highway 50 Water Quality Improvement Project: Caltrans will treat ~~storm~~ stormwater runoff from US Highway 50 from the intersection of US Highway 50 and Ski Run Boulevard to Wildwood Avenue. This project is completed.~~under construction.~~
- Rocky Point Erosion Control Project, Phase 4b: Implement adaptive management to previously constructed water quality improvements to improve storm~~-~~water treatment efficiency. Adaptive management measures include improved storm drain inlets to increase the amount of storm~~-~~water captured and infiltrated in basins, vegetation restoration, rock slope protection, and addressing perceived safety issues. This project is ~~scheduled for construction in 2013~~completed.
- Bijou Area Erosion Control Project: Phase I project focuses on two key elements: ~~(~~1) replacement of the existing Bijou Creek storm drain system that conveys storm~~-~~water runoff from the 1,300-acre Bijou Creek watershed to Lake Tahoe; and ~~(~~2) construction of a comprehensive regional treatment system for runoff generated in the Bijou ~~commercial~~

Commercial ~~core~~Core. The existing, failing fifty ~~(50)~~ year old Bijou Creek storm drain system will be replaced from the outlet of Bijou Meadow, under Fairway Drive and ~~U.S.~~US Highway 50, through the Bijou ~~commercial~~ Commercial ~~core~~Core, and to Lake Tahoe, with a new underground drainage system. Replacement will allow for the separation of storm~~-~~water from the upper watershed from high pollutant load ~~storm~~ stormwater in the ~~commercial~~ Commercial ~~core~~Core. The Bijou ~~commercial~~ Commercial ~~core~~ Core component is designated as a priority project in the City's Pollution Load Reduction Plan and is discussed in further detail below under the Tahoe TMDL. This project is completed.

**Tahoe TMDL:** Implement the recommendations identified in the City of South Lake Tahoe Pollutant Load Reduction Plan (PLRP) ~~for achieving the 10 percent load reduction target for the first five years~~to achieve the 10 percent load reduction target for the first five years.

The City's selected approach to meet load reduction targets combines the registration of Water Quality Improvement Projects (WQIP) completed from 2004-2016 with the implementation of a ~~pilot~~ program to improve road operations for water quality. Specific actions include the following:

- Register Completed WQIPs (2004-2012): The City has completed seven WQIPs. The Urban Planning Catchments (UPCs) that encompasses the seven completed project areas will be registered with the Lake Clarity Crediting Program. Of the seven WQIP projects completed by the City that will be registered, two are located within the Tourist Core Area Plan and treat runoff from within the Area Plan and from adjacent neighborhoods. The two WQIPs are Rock Point 1 & 2 and Rock Point 3 & 4.
- Construct and Register Active WQIPs (2013-2016): Three WQIPs are in active stages of planning and design. ~~Construction is expected to be completed by the load reduction deadline of September 2016 and the UPCs associated with the three projects will be registered with the Lake Clarity Crediting Program.~~ The three new projects identified in the Load Reduction Plan are: 1) Bijou Commercial Core, 2) Harrison Avenue and 3) Sierra Tract Phase 3 & 4. Of the three projects, only the Bijou Community Core falls partially within the Tourist Core Area Plan. The Bijou Community Core project has been constructed and has been registered.

  High pollutant storm~~-~~water from City right-of-way, Caltrans right-of-way, and private property in the Bijou ~~commercial~~ Commercial ~~core~~ Core will be collected in a separate drainage system and directed through a series of underground vaults to remove sediment. Storm water will then be pumped through an underground storm drain pipe to water quality treatment basins in the upper watershed for infiltration.

- ~~Implement a Pilot Program for Improved Road Conditions~~Road Operations: ~~Through a pilot program, the City will implement the following: 1) Switch to a road abrasive source with less Fine Sediment Particle (FSP) to reduce the average annual mass of FSP generated by City roads from sanding practices, and 2) Improve FSP recovery on a subset of City roads that generate high amounts of pollutants through frequent sweeping. The pilot program will target frequent sweeping of Primary Roads within UPCs that are directly connected to Lake Tahoe. Specifically, these roads include Ski Run Boulevard, Pioneer Trail, and portions of Needle Peak road and Wildwood Avenue. Of the targeted roads, Ski Run Boulevard and Pioneer Trail are located within the Tourist Core Area Plan. The targeted roads will be swept with the City's dustless regenerative air sweepers after each winter abrasive application, as road conditions allow, and once monthly otherwise.~~Implement road operations improvements to attain a Road RAM score of 3.0 on all City Streets through improved road operations including 1) spot sanding at key intersections, steep hills, and critical public safety areas; 2) utilize the refined Washoe Sand specification developed by El Dorado County Transportation Division, which are

less prone to pulverization when compared to the previously used volcanic cinders; 3) use advanced Epoke sander units with precision application controls, ability to pre-wet sand with brine to reduce bounce and scatter, enabling more targeted and effective deployment of traction sand; and 4) increase street sweeping with new Elgin Eagle dustless sweepers as soon as weather and roadway conditions allow after application of traction sand.

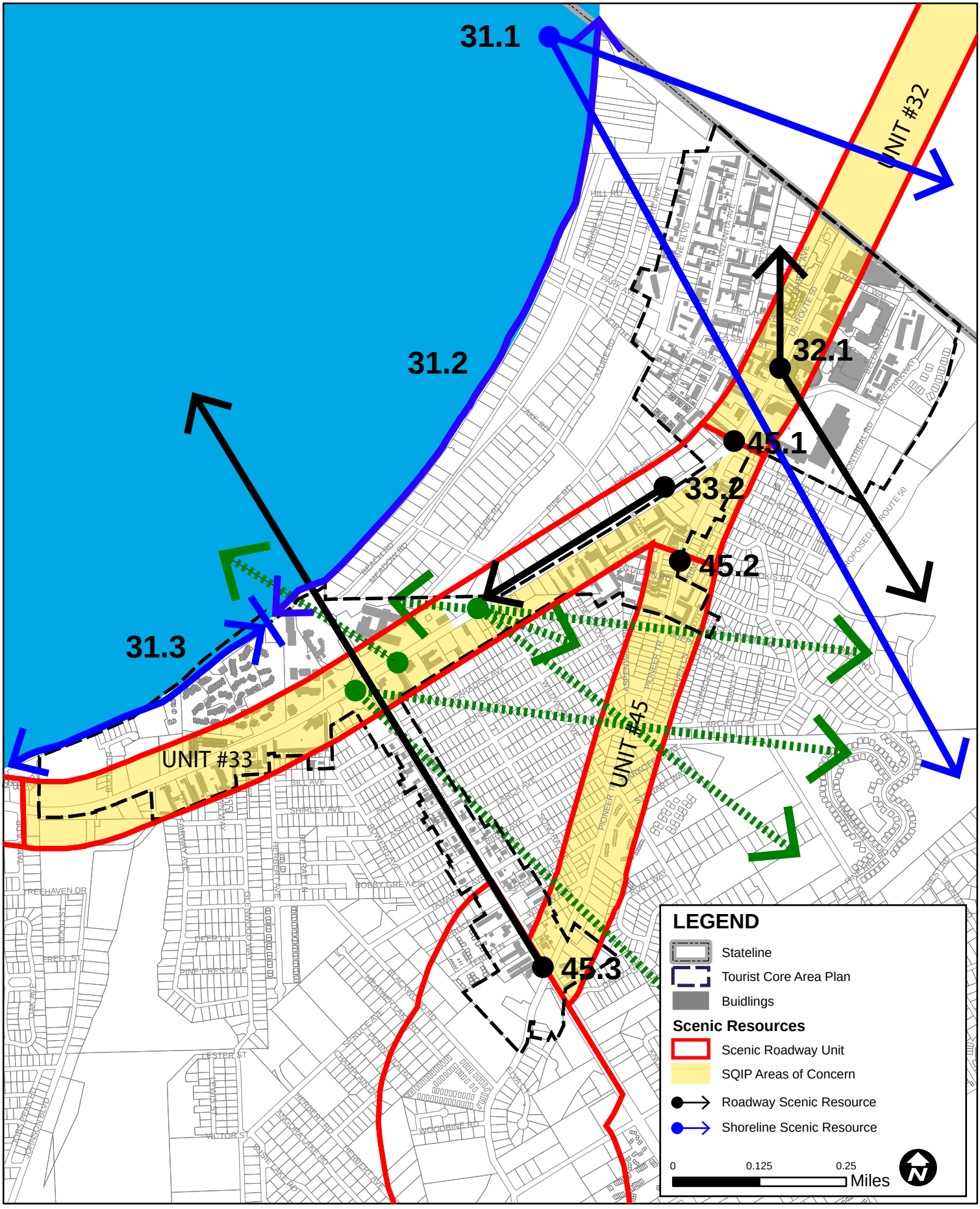
Using the Lake Clarity Credits as the defining performance metric, the Pollutant Load Reductin Model (PLRM) analysis ~~estimates that the City will obtain the necessary credits to achieve the 10 percent reduction by 2016.~~concluded that the City met the 2016 load reduction requirements contained in the 2011 MS4 permit.

~~In addition to the load reduction targets, the MS4 permit issued by Lahontan to the City of South Lake identified a number of milestones for load reduction planning efforts which include:~~

- ~~Pollutant Load Reduction Progress Report – October 1, 2013~~
- ~~Report of Waste Discharge and Updated Pollutant Load Reduction Plan – June 9, 2016~~

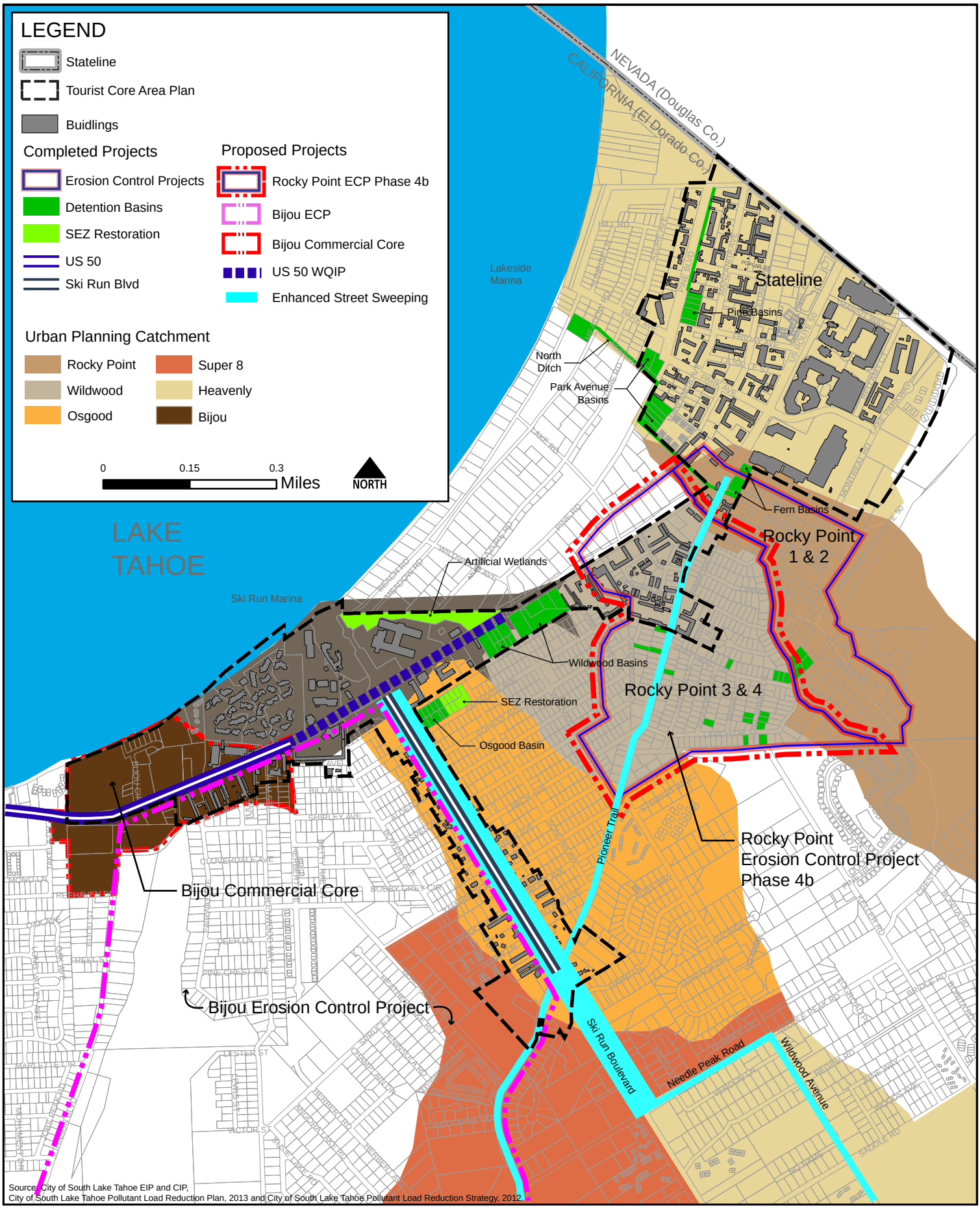
The City will continue to track abrasive applications and materials recovered by sweeping and vactoring, which helps identify areas with high pollutant loading. City will continue to inspect facilities during large runoff events, to determine whether constructed source control, conveyance, and treatment measures are functioning as designed. The City will also complete annual stormwater system, construction and commercial, industrial, and municipal site inspections as required in the MS4 permit. These activities form the foundation of the City's internal approach to ~~assess~~ assessing its stormwater management activities and provide data to support assessments and reporting of load reduction progress during the implementation of the PLRP. ~~Moreover, it provides valuable data for updating of the PRLP for year 2016 and beyond.~~

Figure 7-2 depicts proposed EIP and TMDL water quality improvement projects within the Tourist Core Area Plan and its vicinity to be implemented to improve the water quality, soils and SEZ thresholds.



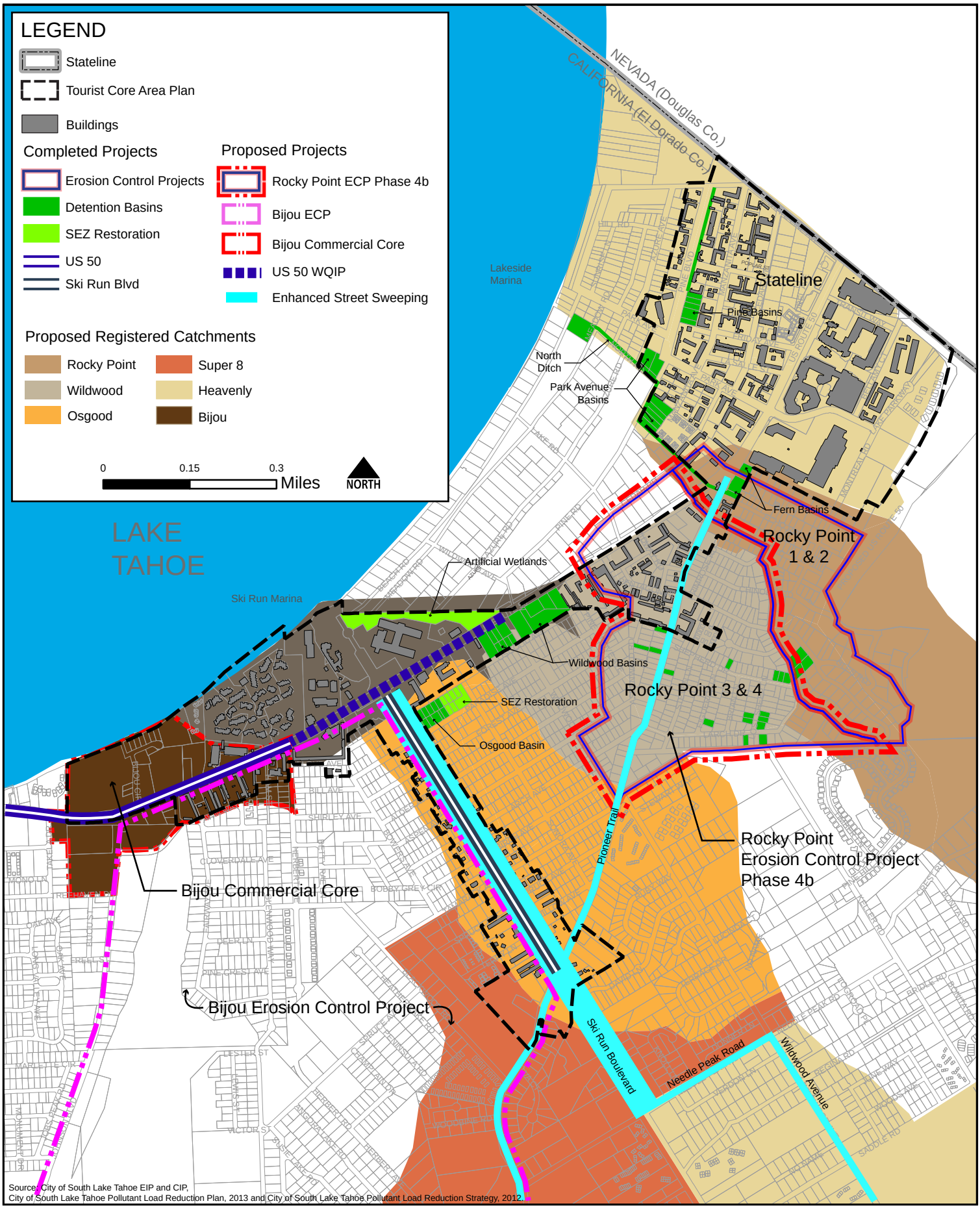

CITY OF SOUTH LAKE TAHOE

Figure 7-1
Proposed Scenic Resources Map
April 1168




CITY OF SOUTH LAKE TAHOE

Figure 7-2
Proposed Water Quality Improvements




CITY OF SOUTH LAKE TAHOE

Figure 7-3
Proposed Registered Catchments

April 1170

# Section 8
# RECREATION

This section outlines recreation goals and policies for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed in Section 4.

## 8.1 GOALS AND POLICIES

**Goal R-1**
To preserve and enhance the ~~high-quality~~high-quality recreational experience in the Tourist Core

- **Policy R-1.1**
  Develop an interconnected system of open spaces, gathering places, bike and pedestrian trails, and other types of public and private spaces as part of new development and redevelopment of existing sites.

**Goal R-2**
To increase open space opportunities within the Tourist Core.

- **Policy R-2.1**
  Encourage the reduction of roadway width of US Highway 50 thoroughfare between Park Avenue through the Casino Resort area and increase the amount of landscaping and pedestrian sidewalks on both sides of the highway.

- **Policy R-2.2**
  Encourage open space to "spill" into the adjacent roadways, parking lots and commercial areas with planting islands and landscaped walking trails.

- **Policy R-2.3**
  Encourage landscaped, small, passive parks in and around the Tourist Core.

**Goal R-3**
To increase connection to recreation access and opportunities.

- **Policy R-3.1**
  Develop a bike trail system that links Ski Run Marina, Ski Run Boulevard, the pedestrian/tourist center at Stateline, Lakeside Beach area and Van Sickle Bi-State Park.

- **Policy R-3.2**
  Provide pedestrian and bicycle access from the Tourist Center District to Lake Tahoe and Van Sickle Bi-State Park along Stateline Avenue and Park Avenue.

- **Policy R-3.3**
  Install an integrated way-finding signage system to direct bicycles and pedestrians to recreation opportunities and ~~the~~ Lake Tahoe.

- **Policy R-3.4**
  Maintain and develop information centers for entertainment ~~information~~ and recreation opportunities in the ~~south shore~~South Shore.

- **Policy R-3.5**
  Incentivize the establishment of businesses and facilities that promote the ~~south shore~~South Shore as an eco-tourism recreation destination.

**Goal R-4**
To increase public access to Lake Tahoe from the Tourist Center District.

- **Policy R-4.1**
  Improve transit and trail connections that access beach recreation facilities.

- **Policy R-4.2**
  Encourage increased public use of the Ski Run and Lakeside Marina through such means as public access, commercial expansion and waterborne transit.

**Goal R-5**
To create public gathering spaces for visitors and residents to meet, socialize, relax and interact.

- **Policy R-5.1**
  Require projects over 50,000 square feet within the TSC-C district to provide informal gathering areas and places for community activities and performances.

- **Policy R-5.2**
  Require all gathering places to include seating, tables and other amenities attractive to shoppers and pedestrians.

- **Policy R-5.3**
  Promote Art in Public Places in open space parcels, pedestrian areas as well as within and surrounding tourist accommodations and commercial shopping centers.

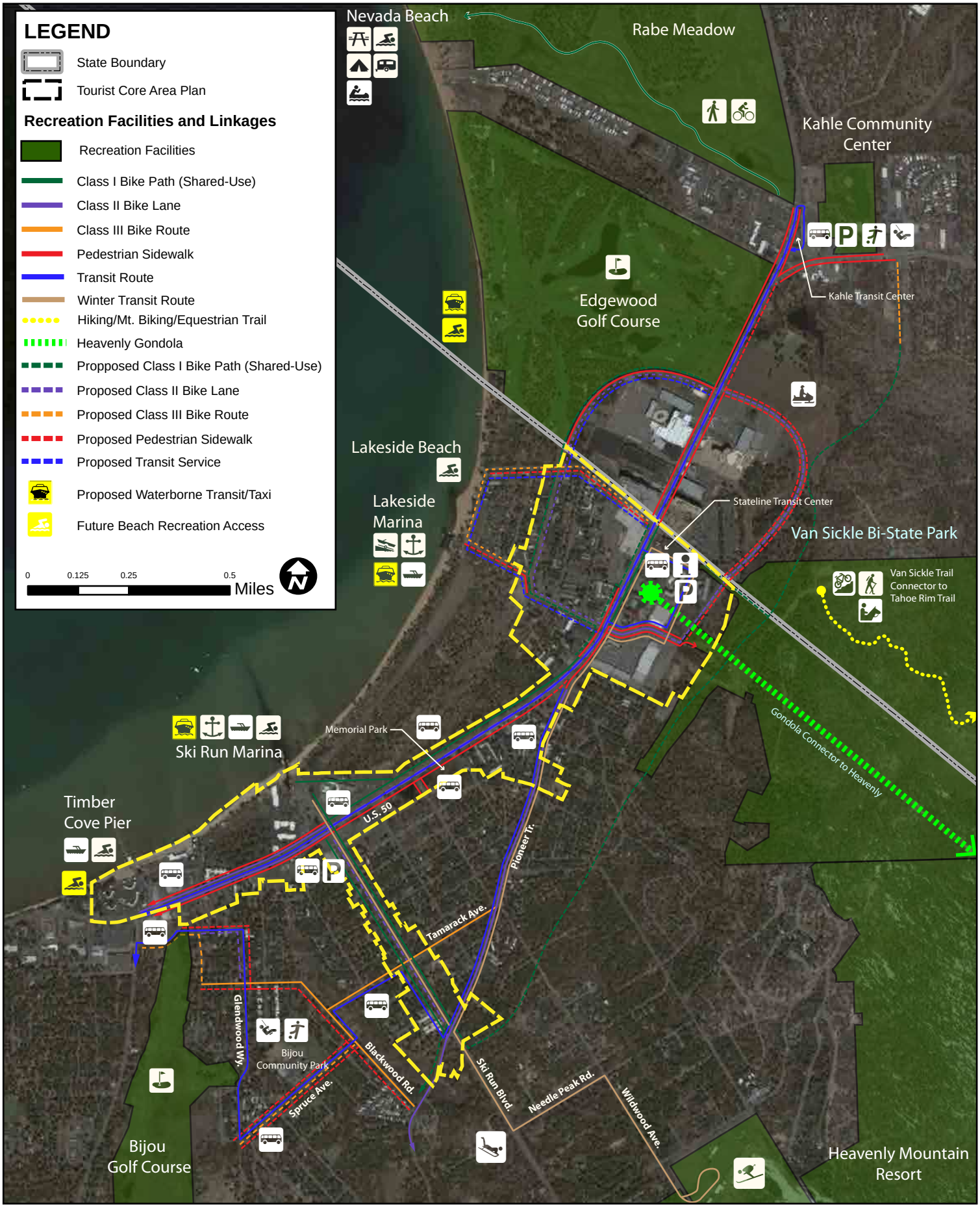
**Goal R-6**
Provide for temporary events in the Tourist ~~Center District~~Core Area Plan.

- **Policy R-6.1**
  Encourage temporary events and activities within the Tourist Core on public and private lands to increase pedestrian activity in commercial areas.

## 8.2 IMPLEMENTATION STRATEGIES

This subsection outlines recreation improvements that implement the vision, guiding principles ~~and the goals~~, goals, and policies of the Tourist Core Area Plan listed above.

- ~~-~~Expand the City's Way-Finding program in the Tourist Center Core District to direct pedestrian and bicycle traffic to recreation opportunities ~~including but not limited to:~~, including but not limited to Van Sickle Bi-State Park, Lakeside Marina, Edgewood Golf Course, Heavenly Gondola and the Nevada Beach Trail.
- Prioritize the existing tourist accommodation uses east of the ~~wildwood basins~~Wildwood Basins for SEZ restoration. Encourage property owners to use TRPA transfer incentives to relocate ~~the~~ tourist accommodation units to higher capability lands in the Tourist Core.
- Establish a dialogue with the California Tahoe Conservancy (CTC) and the United States Fores Service (USFS) to consider allowing access to open space parcels for passive recreation uses that conform to resource restrictions within the Tourist Core and its surroundings.
- Modify policies on Commercial Floor Area (CFA) and coverage allocations from the City's bank to incentivize businesses and facilities that promote the South Shore as an eco-tourism recreation destination.
- Support the ~~California Tahoe Conservancy~~CTC in its efforts to implement the Connelly Beach Public Access Project located west of the Beach Retreat parcel to provide a second access to Connelly Beach in addition to Timber Cove pier.




CITY OF SOUTH LAKE TAHOE

Figure 8-1
Proposed Recreation Facilities

# Section 9
# PUBLIC/QUASI-PUBLIC FACILITIES AND SERVICES

This section outlines public/quasi-public facilities and services goals and polices for the Tourist Core Area Plan. These goals and policies implement the vision and guiding principles discussed in Section 4.

## 9.1 GOALS AND POLICIES

**Goal PS-1**
To improve public and quasi-public facilities in the Tourist Core.

- **Policy PS-1.1**
  Public and quasi-public service facilities should be upgraded to support~~ing~~ existing development, redevelopment, and planned development within the Tourist Core consistent with TRPA's Regional Plan and the City's General Plan.

- **Policy PS-1.2**
  Locate appropriate public service facilities within the Tourist Core so as to increase pedestrian/bicycle transportation and serve as a catalyst for private development.

**Goal PS-2**
To maintain adequate water and sewer capacity within the Tourist Core.

- **Policy PS-2.1**
  Support South Tahoe Public Utility District and the Lakeside Park Association in upgrading their water and sewer systems as necessary to service all properties and provide for emergency needs.

# Section 10
# IMPLEMENTAT~~AT~~ION

This section sets how the goals and policies of the Tourist Core Area Plan are to be implemented. This section describes environmental and capital improvement projects, mitigation fee programs, and incentive programs to implement the policies of this area plan to promote Threshold gains.

## 10.1 CAPITAL AND EIP PROGRAMS

### TRANSPORTATION AND CIRCULATION

To improve traffic, circulation. pedestrian mobility and air quality in the area, the following improvements are planned.

| Improvements | Description | Responsible Party |
|---|---|---|
| US 50/South Shore Community Revitalization Project. | This project would create a pedestrian and bicycle friendly ~~commercial~~ Commercial ~~core~~ Core between Pioneer Trail and Stateline along US Highway 50. | TTD |
| South Tahoe Greenway | This project would construct a Class I ~~multi~~shared-use path from Van Sickle Bi-State Park to Meyers. A segment that runs from Sierra Boulevard to Herbert Avenue has been constructed. | CTC |
| Linear Park Improvements | The Linear Park Improvements include the repair of the Class I bike path, re-landscaping and installing irrigation and new pedestrian lighting along the US Highway 50 frontage in the vicinity of the Tahoe Meadows subdivision. This project has been approved by TRPA. | CSLT |
| Pioneer Trail Improvements | The Pioneer Trail Pedestrian Upgrade project consists of construction of sidewalks along both sides of Pioneer Trail between ~~U.S.~~US Highway 50 and Larch Avenue. This project is ~~scheduled for 2013~~completed. | CSLT |
| | Continue to construct pedestrian sidewalks on both sides of Pioneer Trail from Larch Avenue to the intersection of Pioneer Trail and Ski Run Boulevard. This project is projected to started in 2024. | CSLT |
| Ski Run Improvements | To stripe a Class II bike lane on both sides of Ski Run Boulevard from US Highway 50 to Pioneer Trail. | CSLT |
| US 50 Improvements | The US Highway 50 Water Quality Improvement Project consists of upgrading US Highway 50 to treat stormwater runoff and installing new ADA compliant sidewalks and pedestrian streetlights from 200 feet west of Ski Run Blvd. to Wildwood Avenue on the | CALTRANS |

| Improvements | Description | Responsible Party |
|---|---|---|
| | south side of US 50. ~~Scheduled 2013.~~This project is completed. | |
| | Construct a Class II bike lane from the intersection of Ski Run Boulevard and US Highway 50 to the Stateline. | CALTRANS |
| | RTP #74. US Highway 50 Signal Synchronization and Adaptive Signals Project. Upgrade signal timing equipment at signalized intersections along US Highway 50 to improve traffic flow. | CALTRANS |
| | RTP #81. Signalization Upgrade. Upgrade signal timing equipment at City of South Lake Tahoe signalized intersections to improve traffic flow. | CSLT<br>CALTRANS |
| Bike Paths, Lanes and Routes Improvements | Construct a Class I ~~multi~~shared-use bike path from the intersection of Pioneer Trail to the Stateline on the lakeside of US Highway 50. | CSLT |
| | Construct a pedestrian sidewalk and Class II lane from the intersection of Park and Pine Avenues down Pine Avenue to Lakeshore Boulevard. | CSLT |
| | Construct a Class I ~~multi~~shared-use path connecting the Tourist Core to Van Sickle Bi-State Park in the vicinity of the state line. Completed. | TTD<br>CTC<br>CSLT |
| | Construct a Class I ~~multi~~shared-use bike path from the US 50 and Ski Run Boulevard heading west to Lakeview Commons. ~~Scheduled 2015.~~Completed. | CSLT |
| | Construct a Class II bike lane along US Highway 50 from the intersection of Park Avenue and Pine Avenue to the state line. | CSLT |
| | Construct a pedestrian sidewalk and Class III bike route along Stateline Avenue from US Highway 50 to Lakeshore Boulevard | CSLT<br>PRIVATE |
| | Construct a Class II bike lane along Lake Parkway from Heavenly Village Way to the state line. | CSLT<br>CALTRANS |
| Pedestrian Improvements | Complete the pedestrian sidewalks in the ~~tourist core area~~Tourist Core Area by installing a sidewalk on the north side of US Highway 50 from Friday Avenue to the Stateline. ~~Schedule 2014.~~Completed. | PRIVATE<br>CALTRANS |

## TRANSIT IMPROVEMENTS

To reduce vehicle trip ends and level of service targets; transit services should be improved.

| Improvements | Description | Responsible Party |
|---|---|---|
| Waterborne Transit | Two forms of waterborne transit are envisioned, one would provide passenger ferry service to connect the ~~south shore~~South Shore of Lake Tahoe, potentially Ski Run Marina, to the n~~orth shore~~North Shore, tentatively Tahoe City Marina. This service would serve as a commuter option for those traveling between ~~north~~ North and ~~south shore~~South Shore but it would also provide visitors with a quicker and more scenic alternative to driving. A secondary water taxi service would connect the marinas and beaches along the ~~south shore~~South Shore creating a unique and convenient way for connecting people to local recreation resources. | Private<br>TTD |
| Transit Service | Expand transit service to Lakeside Marina, Lakeside Beach, and | TTD |

| Improvements | Description | Responsible Party |
|---|---|---|
| | Edgewood Golf Course. | |

## STREAM ENVIRONMENT ZONE RESTORATION PROGRAM

The purpose is to restore as much SEZ as possible, where feasible, to help meet TRPA threshold targets.

| Improvements | Description | Responsible Party |
|---|---|---|
| US Highway 50/Wildwood | Prioritize the existing tourist accommodation uses east of the ~~wildwood basins~~Wildwood Basins for SEZ restoration. Encourage property owners to use TRPA transfer incentives to relocate ~~the~~ tourist accommodation units to higher capability lands in the Tourist Core. | CSLT |

## WATER QUALITY IMPROVEMENTS

The purpose is to implement water quality improvement projects and programs to help achieve TRPA's water quality threshold and the California Regional Water Quality Control Board-Lahontan Region TMDL pollutant load reduction targets.

| Improvements | Description | Responsible Party |
|---|---|---|
| US Highway 50 Water Quality Improvement Project: | Caltrans will treat stormwater runoff from US Highway 50 from the intersection of US Highway 50 and Ski Run Boulevard to Wildwood Avenue. Completed~~This project is currently under construction.~~ | CALTRANS |
| Rocky Point Erosion Control Project, Phase 4b | Implement adaptive management to previously constructed water quality improvements to improve storm-water treatment efficiency. Adaptive management measures include improved storm drain inlets to increase the amount of storm-water captured and infiltrated in basins, vegetation restoration, rock slope protection, and addressing perceived safety issues. ~~This project is scheduled for construction in 2013.~~Completed | CSLT |
| Bijou Area Erosion Control Project | Phase I project focuses on two key elements: ~~(~~1) replacement of the existing Bijou Creek storm drain system that conveys storm water runoff from the 1,300-acre Bijou Creek watershed to Lake Tahoe; and ~~(~~2) construction of a comprehensive regional treatment system for runoff generated in the Bijou ~~commercial~~ Commercial ~~core~~Core. The existing, failing fifty ~~(50)~~ year old Bijou Creek storm drain system will be replaced from the outlet of Bijou Meadow, under Fairway Drive and ~~U.S.~~US Highway 50, through the Bijou ~~commercial~~ Commercial ~~core~~Core, and to Lake Tahoe, with a new underground drainage system. Replacement will allow for the separation of storm-water from the upper | CSLT |

| Improvements | Description | Responsible Party |
|---|---|---|
| | watershed from high pollutant load storm-water in the ~~commercial~~ Commercial ~~core~~ Core The Bijou ~~commercial~~ Commercial ~~core~~ Core component is designated as a priority project in the City's PLRP and is discussed in further detail below under the Tahoe TMDL. ~~Scheduled 2013.~~Completed | |
| Register Completed WQIPs (2004-2012): | The City has completed seven WQIPs. The ~~Urban Planning Catchments (UPCs) that encompasses~~urban planning catchments (UPCs) that encompass the seven completed project areas will be registered with the Lake Clarity Crediting Program. Of the seven WQIP projects completed by the City that will be registered, two are located within the Tourist Core Area Plan and treat runoff from within the Area Plan and from adjacent neighborhoods. The two WQIPs are Rock Point 1 & 2 and Rock Point 3 & 4. | CSLT |
| Construct and Register Active WQIPs (2013-2016) | Three WQIPs are in active stages of planning and design. ~~Construction is expected to be completed by the load reduction deadline of September 2016 and the UPCs associated with the three projects will be registered with the Lake Clarity Crediting Program.~~ The three new projects identified in the Load Reduction Plan are: 1) Bijou Commercial Core, 2) Harrison Avenue and 3) Sierra Tract Phase 3 & 4. Of the three projects, only the Bijou Community Core falls partially within the Tourist Core Area Plan. Completed<br><br>High pollutant storm-water from City right-of-way, Caltrans right-of-way, and private property in the Bijou ~~commercial~~ Commercial ~~core~~ Core will be collected in a separate drainage system and directed through a series of underground vaults to remove sediment. Storm-water will then be pumped through an underground storm ~~drain pipe~~drainpipe to water quality treatment basins in the upper watershed for infiltration. Completed | CSLT |
| Enhanced Street Sweeping | Continue road operations improvements to attain a Road RAM score of 3.0 on all City Streets through improved road operations, including 1) spot sanding at key intersections, steep hills, and critical public safety areas; 2) utilize the refined Washoe Sand specification developed by El Dorado County Transportation Division, which are less prone to pulverization when compared to the previously used volcanic cinders; 3) use advanced Epoke sander units with precision application controls, ability to pre-wet sand with brine to reduce bounce and scatter, enabling more targeted and effective deployment of traction sand; and 4) increase street sweeping with new Elgin Eagle dustless sweepers as soon as weather and roadway conditions allow after application of traction sand.~~Through a pilot program, the City will implement the following: 1) Switch to a road abrasive source with less Fine Sediment Particle (FSP) to reduce the average annual mass of FSP generated by City roads from sanding practices, and 2) Improve FSP recovery on a subset of City roads that generate high amounts of pollutants through frequent sweeping. The pilot program will target frequent sweeping of Primary Roads within UPCs that are directly connected to Lake Tahoe. Specifically, these roads include Ski Run Boulevard, Pioneer Trail, and the portion of Needle Peak road and Wildwood Avenue. Of the targeted roads, Ski Run Boulevard and Pioneer Trail are located within the Tourist Core Area Plan. The targeted roads will be swept with the City's~~ | CSLT |

| Improvements | Description | Responsible Party |
|---|---|---|
| | ~~dustless regenerative air sweepers after each winter abrasive application, as road conditions allow, and once monthly otherwise.~~ | |
| Stormwater System | City will complete annual stormwater system, construction and commercial, industrial, and municipal site inspections required in the NPDES MS4 permit. | CSLT |
| BMP Compliance | Focus BMP installation and compliance on commercial and multi-family projects within the Area Plan that are adjacent, have connected impervious surfaces, or the same catchment as EIP or public projects. | TRPA |
| | Ensure BMPs are incorporated in all projects reviewed under the City's MOU to capture a 20-year, one-hour storm or alternative BMPs if infiltration is not possible. | CSLT |
| | Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on approximately 290 acres of commercial land uses that directly discharge stormwater to Lake Tahoe | CSLT<br>TRPA |
| Road Operations | The City will continue to track abrasive applications and materials recovered by sweeping and vactoring in order to identify areas with high pollutant loads. | CSLT |

## SCENIC IMPROVEMENTS

To continue to restore the scenic quality of US Highway 50 and Pioneer Trail scenic roadway units and improve the overall community character within the area plan.

| Improvements | Description | Responsible Party |
|---|---|---|
| US 50 | Install curb, gutter, sidewalks, street lights and landscaping to provide a "clean edge" along the roadway. Implement the following projects:<br>- US Highway 50 Water Quality Improvement Project<br>- Pioneer Trail Pedestrian Upgrades<br>- Linear Park Improvements<br>- Completed. | CALTRANS<br>CSLT |
| Development and Design Standards | Implement the development and design standards and guidelines for the Tourist Core Area Plan to enhance the built environment, promote pedestrian mobility and provide for scenic viewshed protection. | CSLT |
| Land Use | Designate SEZ restoration sites and stormwater drainage basins as Open Space in the Tourist Core Area Plan. Completed. | CSLT |
| Scenic Quality Ratings | Designate the following as scenic resources:<br>- Wildwood Basins.<br>- Mountain and ridgeline viewshed located at the intersection of US Highway 50 and Ski Run Boulevard looking towards East Peak and Heavenly Ski Resort.<br>- Lake viewshed located at the intersection of US Highway 50 and Ski Run Boulevard looking towards Lake Tahoe and Ski Run Marina.<br>- Completed. | CSLT<br>TRPA |

| Improvements | Description | Responsible Party |
|---|---|---|
| Business Façade Improvement Program | Implement a program to provide low-interest loans to local businesses and Business Improvement Districts to install aesthetically improved building facades. | CSLT |
| SQIP | Implement the SQIP recommendations in non-attainment scenic roadway units during project review. | CSLT |

### RECREATION IMPROVEMENTS

To improve access to public recreation opportunities.

| Improvements | Description | Responsible Party |
|---|---|---|
| Way-Finding Signage Program | Expand the City's Way-Finding program in the Tourist Center Core District to direct pedestrian and bicycle traffic to recreation opportunities including but not limited to: Van Sickle Bi-State Park, Lakeside Marina, Edgewood Golf Course, Heavenly Gondola and the Nevada Beach Trail. | CSLT<br>CALTRANS<br>CTC<br>Private |
| Parks | Prioritize the relocation of existing tourist accommodation uses east of the ~~wildwood basins~~Wildwood Basins for SEZ restoration and expand the existing passive ~~memorial park~~Memorial Park. Encourage property owners to use TRPA transfer incentives to relocate the tourist units to higher capability lands in the Tourist Core Area Plan. | CSLT<br>CTC |
| | Allow open space parcels to be utilized for passive recreation and seating areas. Ensure the use conforms with resource restrictions such as SEZs. | CSLT<br>CTC |
| Commercial Floor Area | Amend the CFA ~~allocations procedures to add additional criteria for earning CFA from the City~~allocation procedures to add additional criteria for earning CFA from the City's unallocated pool. The City should add criteria that allow projects that promote the South Shore as an eco-tourism recreation destination to access the City's CFA pool | CSLT |

## 10.2 ECONOMIC AND SUSTAINABILITY PROGRAMS

To promote economic ~~activity~~ and increase pedestrian activit~~ies~~y in the Tourist Core.

| Improvements | Description | Responsible Party |
|---|---|---|
| Special Event Area Designation | The City shall pursue obtaining a TRPA special event permit designation for areas within the Tourist Core. Temporary activities may occur in the special event area without further TRPA review upon approval of a special event area. All other ~~temporary~~ special events outside the identified special event area will require a ~~temporary~~ special activity permit. | CSLT |
| ~~Commercial Floor Area~~ | ~~Amend the CFA allocations procedures to add additional criteria for earning CFA from the City unallocated pool. The City should add criteria that allow projects that voluntarily achieve a LEED or~~ | ~~CSLT~~ |

| Improvements | Description | Responsible Party |
|---|---|---|
| | ~~Energy Star green building certification to access the City's CFA pool.~~ | |

## 10.3 INCENTIVE PROGRAMS

The purpose of this program is to provide incentives to property owners and local governments to implement improvements in the Tourist Core and support the attainment of TRPA's Thresholds.

- Alternative Excess Land Coverage Program

  The purpose of this program is to reduce excess land coverage in the area plan and related hydrologic area. This system is in lieu of the TRPA excess coverage program set forth in Section 30.6 of the TRPA Code of Ordinances

  Excess coverage reductions, which occur when implementing Capital Improvement Project (CIP) and~~CIP~~/EIP projects, shall be banked for use by participants in an assessment district or other such program. Pursuant to TRPA Code Subsection 30.6.1.B.5, a land banking accounting system is established to bank and credit coverage not necessary for the CIP/EIP in the Tourist Core. ~~The~~ TRPA, with City concurrence, will allow individual property owners to access this land bank to meet their obligations under TRPA Code Section 30.6~~:~~, *Excess Land Coverage Mitigation Program*. The maximum amount of draw from the bank shall be limited to the amount of financial participation the individual property owner has made to the improvement.

  Private entities which contribute financially to ~~an~~ assessment district projects may utilize the excess coverage credits if they are credited to the district.

- Alternate Water Quality Fee Program

  An Area Plan may propose to establish area-wide water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the requirements outlined in TRPA Code ~~section~~ Section 13.5.3.B.3. All properties within the Tourist Core Area Plan that participate in an area-wide treatment system that have been implemented through ~~public~~ Public ~~works~~ Works projects will be considered as meeting the requirement of TRPA Code Chapter 60~~:~~, *Water Quality* for drainage storage and treatment. Any financial contributions for these drainage systems, when on-site drainage is also provided, shall be credited to the Chapter 60 off-site mitigation fee requirements. On-site BMP treatment, such as paving and revegetation, are still required where feasible as part of this program.

  Public and private entities which contribute financially are eligible to participate.

- ~~Alternate Traffic and Air Quality Fee Program~~

  ~~The purpose of this program is to implement the transportation improvements listed in the Transportation and Circulation Element and to provide a substitute to Subsection~~

~~65.2.4.C of the TRPA Code of Ordinances for collection of fees for offsite traffic and air quality mitigation.~~

~~The Transportation and Circulation Element of the Tourist Core Area Plan lists improvements needed to help meet the VMT and Air Quality Thresholds. Implementation of the listed improvements will provide the necessary mitigation. Fees or assessments paid equivalent to the requirements of TRPA Code Section 65.2.4 to implement the improvement listed, will be considered in lieu of the requirements of TRPA Code Section 65.2.4.~~

~~Public and private entities demonstrating equivalent contributions to the construction of the listed improvements may credit such contributions to TRPA Code Section 65.2.4 requirements.~~

- Land Coverage

A conforming Area Plan is eligible for the transfer of coverage program pursuant to TRPA Code Section 30.4.2~~:~~, *Transferred Land Coverage Requirements*. Maximum coverage for facilities located in the Tourist Core but further than 300 feet of the High Water Line of Lake Tahoe is 70 percent of the project area located within Land Capability Districts 4 – 7, inclusive. Moreover, the transfer of soft coverage from SEZs can be used for all use types in the Tourist Core Area Plan.

~~The following land coverage provisions in TRPA Code Section 30.6.4 are applicable throughout the Region:~~

- ~~Non-motorized public trails are exempt from coverage subject to accessibility, trail route design, trail design, and designation provisions.~~
- ~~Coverage exemptions for non-permanent structure up to 120 square feet subject to BMPs, land capability verification, location, and aggregate limitation provisions.~~
- ~~Coverage exemptions for new residential pervious decks subject to size, design, BMPs, location, and aggregate limitation provisions.~~
- ~~Coverage exemptions for legally existing decks that meet all approval criteria are met.~~

- Transfer of Nonconforming Land Coverage in Centers

Pursuant to TRPA Code Subsection 30.4.2.C of the TRPA Code of Ordinances, existing development, relocated to a Town Center or a Regional Center ~~where~~ and the sending site is restored and retired, may maintain nonconforming land coverage. The receiving site shall be developed in accordance with all applicable TRPA ordinances and the site shall be either the same size or larger than the prior site. If the new project site is smaller, the amount of nonconforming coverage transferred shall be reduced on a proportional basis. The balance of nonconforming coverage may be banked and transferred elsewhere.

- Off-site Excess Coverage Mitigation

A project may mitigate its excess land coverage by reducing coverage off-site in a different ~~hydrologically~~ hydrologically-related area provided the restoration occurs on more sensitive lands than the project area.

- On-site Removal and Retirement of Excess Coverage in the Tourist Core Area Plan

Pursuant to TRPA Code Section 30.6.3 of the TRPA Code of Ordinances, on-site removal of remaining excess coverage, in a Town Center or a Regional Center, may earn multi-residential bonus units, tourist accommodation bonus units, and/or commercial floor area.

- ~~Commercial Floor Area Allocation~~Development Rights

The City of South Lake Tahoe provides ~~a pool of Commercial Floor Area (CFA)~~ development rights (CFA, coverage, units of use, potential units of use) at a reasonable cost and free for certain project types in order to create an investment stimulant for creating change. CFA is provided as an incentive, not an entitlement, in order to encourage property owners to move forward with projects that are beneficial to the environment, community and the economy.

Projects eligible for an allocation of CFA from the City's pools must meet the following criteria:

1. ~~Be within an adopted community plan area,~~The subject property must be in the City of South Lake Tahoe.
2. ~~Meet the criteria for CFA allocations required by the applicable community plan,~~A planning application shall be on file with the Development Services Department.
3. ~~Meet all applicable design standards,~~
4. ~~Include the construction of improvements that will benefit the public and community which are more extensive than required by the applicable community plan or City Code; and~~
5. ~~5.~~3. Provide an economic benefit to the community with enough significance to merit the allocation of the City's CFA resource.

An additional 160,347 square feet of CFA is available from the TRPA Pool as development transfer match to Town Centers and the Regional Center. See Transfer of Development Rights to the Tourist Core Area Plan and Transfer of Existing Development to the Tourist Core Area Plan program descriptions below.

- Tourist Accommodation Bonus Units

A total of 147 tourist bonus units are available for use by projects in the Tourist Core. ~~Twenty-five (25)~~ 25 bonus units are assigned to the Tourist Core, 40 bonus units are available from TRPA's Community Plan pool, and 82 are available from TRPA's Special Projects Pool.~~–~~ Tourist bonus units from the TRPA Community Plan pool or units assigned to the area plan may be earned in accordance with TRPA Code Section 52.4 when matched with a transfer of an existing tourist accommodations unit. Tourist bonus units may also be earned from the Special Project Pool in accordance with TRPA Code Section 50.6.4.D.

In addition to the TRPA Code provisions listed above, tourist bonus units may also be earned as a transfer match for the transfer of existing development to Town Centers and the Regional Center in accordance with TRPA Code Section 51.5.3~~:~~, *Transfer of Existing Development to Centers*. See Transfer of Existing Development to the Tourist Core Area Plan program description below.

- Residential Bonus Units

The original Stateline/Ski Run Community Plan was assigned one hundred and forty-five (145) residential bonus units under the 1987 Plan. When the Tourist Core Area Plan was adopted in 2013 a~~A~~ total of ~~eighty-nine~~ninety (~~8990~~)89 residential bonus units ~~are~~remained ~~assigned to the Tourist Core Area Plan that may be used~~ for affordable housing units or as a match for transferring development rights to centers. The remaining 488 in TRPA's pool that may be used region wide and 600 new residential units are available for use only in Town Centers, the Regional Center or the High Density Tourist District. Residential bonus units may be earned and used by Projects in accordance with TRPA Code Section 52.3: *Multi-Residential Incentive Program*, of the TRPA Code. Residential bonus units used for affordable housing under this section does not require residential allocations. Residential bonus units used for moderate income housing required an allocation. The City of South Lake Tahoe has a Certified Moderate Income Housing Program pursuant to Section 50.5.2.B and 52.3.6 of the TRPA Code, thus moderate income housing units are eligible to earn allocations from TRPA's unused allocation pool subject to TRPA's allocation procedures.

Pursuant to TRPA Code Section 21.3.2.B, residential bonus units can also be earned under the City's Local Government Housing Program that has been certified by TRPA. The program allows for the conversion of illegal secondary units into deed restricted affordable housing unit.

In addition, residential bonus units may also be earned and used for projects in the Tourist Core~~-~~ in accordance with TRPA Code Section 51.3.3.C~~:~~, *Transfer of Development Rights to Centers*, or TRPA Code Section 51.5.3~~:~~, *Transfer of Existing Development to Centers*. See Transfer of Development Rights to the Tourist Core and Transfer of Existing Development to the Tourist Core Area Plan program descriptions below.

- Transfer of Existing Development to the Tourist Core

Pursuant to TRPA Code Section 51.5.3, residential bonus units, CFA ~~and tourist bonus unit are available as development transfer match for existing development (residential, tourist accommodation and commercial uses) that is~~ , and tourist bonus units are available as development transfer matches for existing developments (residential, tourist accommodation, and commercial uses) that are transferred to the Tourist Core. Receiving parcels in the plan area may earn residential bonus units, tourist bonus units or CFA at an enhanced transfer ratio based on the land capability of the sending parcels. Transfers of existing residential units are eligible for an additional enhanced transfer ratio based on the sending parcel's distance from the Tourist Core and primary transit route. Residential bonus units earned under this program ~~does~~ do not require an allocation to construct a residential unit.

- Transfer of Development Rights to the Tourist Core

Residential bonus units from the TRPA Pool are available as development transfer match for transferring development rights to the Tourist Core Area Plan. Receiving parcels in the plan area may earn residential bonus units at an enhanced transfer ratio based on the land capability of the sending parcel, and its distance from the Tourist Core and primary transit routes. Residential bonus units earned under this program do not require an allocation to construct a residential unit. The transferred development right is eligible to receive an allocation from TRPA's unused allocation pool pursuant to Section 51.3.3.C.4 of the TRPA Code.

- Persons At One Time

Projects are eligible for the Persons At One Time (PAOT) allocations pursuant to TRPA Code Section 50.9~~.~~, *Regulation of Additional Recreation Facilities*, of the TRPA Code of Ordinances.

The TRPA Code requires that certain recreation uses and activities are assigned additional PAOTs from TRPA prior to a construction of a project or commencement of an activity. Uses such as marinas, boat launching facilities, information centers, recreation centers, day uses areas, beach recreation, commercial boating, water-oriented outdoor recreation concession, downhill ski facilities, developed campgrounds, group facilities, and recreational vehicle parks are eligible for PAOT allocations from the TRPA Pool.

- City of South Lake Tahoe Green Building Program

In November 2010, the City Council adopted the City of South Lake Tahoe Green Building Program (Resolution 2010-92). The program encourages the incorporation of energy efficiency in City buildings and facilities, and provides clear incentives for private property owners to retrofit residential, commercial, and industrial buildings to save energy and reduce the carbon foot print.

~~Residential projects that incorporate green building measures will be given priority for plan check, by all City Departments, over projects that meet only mandatory requirements. For projects that propose to voluntarily achieve a third party certification such as LEED, Energy Star or Green Point Rated would be eligible for the following:~~ Residential projects that voluntarily achieve third-party certification are eligible for the following:

- ~~Projects would receive priority plan check, over all other projects, by all City Departments.~~ Priority plan check, over all other projects, by all City Departments.
- ~~Residential projects would have p~~Priority on the residential allocation waiting list. ~~– 10% of residential allocations would be offered to Green Building projects before other projects on the waiting list.~~
- ~~Projects would receive r~~Recognition at a televised City Council meeting and on the City Website.

Commercial projects that voluntarily achieve ~~LEED certification or an Energy Star Label~~ third-party certification are ~~would be~~ eligible for the following:

- ~~Projects would receive p~~Priority plan check, over all other projects, by all City Departments.

- ~~Projects would be eligible for~~ CFA allocation from the City's unallocated CFA pool.
- ~~Project would receive r~~Recognition at a televised City Council meeting and on the City Website

~~▪ Change in Use~~

~~Commercial changes in use are exempt from project review if the following criteria are met:~~

~~1. The change in use is within the commercial use classification;~~

~~2. The change in use is to an allowed use;~~

~~3. The property is a member of an approved parking assessment district;~~

~~4. The change does not increase the parking requirement to a greater requirement than 1 space for 200 square feet., or the number established upon creating the district;~~

~~5. The proposed activity is consistent with the Tourist Core Area Plan, is not a project by other requirement of TRPA Code Chapter 2: *Applicability of the Code of Ordinances* of the TRPA Code of Ordinances; and~~

~~6. The change in use does not have the potential to intensify pollutant loads over and above the capability of treatment by existing installed BMPs.~~

▪ Off-site Parking

Use of off-site and shared parking is permissible pursuant to the parking standards in Appendix ~~B~~ C of this Plan.

▪ Density Bonus

▪ Projects approved as part of the South Tahoe Redevelopment Demonstration Project No. 1 shall be subject to TRPA Code Section 31.4.3 for density calculations.

▪ Conversion of Use

Pursuant to ~~TRPA Code~~the TRPA Code of Ordinances, Chapter 51, existing development rights consisting of commercial floor area, tourist accommodation units, and residential units of use may be converted from one development right to another, provided the conversion complies with the provisions of Chapter 51. ~~Section 50.10: *Election of Conversion of Use*, the following conversion incentives are available in the Tourist Core Area Plan.~~

When a Tourist Accommodation use is to be converted to a Residential use, TRPA Code of Ordinances Section 31.4.5 shall apply.

~~Up to 200 existing Tourist Accommodation Units (TAUs) basin wide can be converted to Existing Residential Units of Use for multi-unit projects subject to the following conditions:~~

~~1. Each converted unit maximum size is 1,250 square feet of residential floor area; and~~

~~2. The conversion must happen on the same parcel.~~

~~Conversion of an existing residential unit of use or tourist accommodation unit to a residential, tourist or commercial use may be permitted when the units are transferred from sensitive lands.~~

~~Conversion of an existing residential unit of use or tourist accommodation units to a residential, tourist, or commercial use may be permitted if the conversion results in the elimination of a non-conforming use.~~

~~Conversion of an existing residential unit to tourist or commercial use or an existing tourist accommodation unit to a commercial use or multi-family unit may be permitted onsite or for transfers if the project meets the TRPA standards applicable for a project proposed on an undeveloped project area.~~

~~Conversion of an existing residential unit of use to a tourist or commercial use or an existing tourist accommodation unit of use to a commercial use or a residential use may be permitted onsite or for transfer if the converted use is include as part of a project that has linked status pursuant to Chapter 15 of the TRPA Code.~~

~~Conversion of existing tourist accommodation units of use to residential may be permitted onsite if the converted units will be used for deed-restricted affordable housing.~~

**Density**

Mixed-use projects in conforming area plans may be developed to the maximum density allowed per the TCAP for each use.

Regarding legal, non-conforming tourist and residential densities, TRPA Code of Ordinances Section 31.4.6 shall apply.

## 10.4 MONITORING AND REPORTING PROGRAMS

### TOURIST CORE AREA PLAN

The TRPA Code of Ordinances Section 13.8~~.~~, *Monitoring, Certification, and Enforcement of Area Plan*, requires quarterly monitoring of building permits issued by the City and an annual review and certification of the area plan.

- On a quarterly basis, the City shall provide TRPA with all building permits issued in the plan area. At a minimum, the permits shall contain and make clear the necessary

development information that TRPA needs to measure compliance with the terms of the area plan, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units.

Annual review and certification shall be conducted by TRPA. TRPA shall select and review a sample of development permits issued within the plan area in order to certify that the permits are issued in conformance with the area plan.

## LAKE TAHOE TMDL

Through the Lake Tahoe TMDL, Lahontan established five-year load reduction targets to assess a jurisdiction's progress towards meeting overall load reduction goals. The first load reduction target is specified in the NPDES permit (MS4), which requires a 10 percent Fine Sediment reduction, 7 percent Total Phosphorus, and an 8 percent Total Nitrogen from baseline pollutant loading by September 30, 2016.

In addition, the MS4 permit identifies the following milestones for load reduction planning and reporting efforts.

- On an annual basis (March 15), the City will provide Lahontan with a progress report on the City's Five Year Pollutant Load Reduction Plan.
- ~~Pollutant Load Reduction Progress Report - October 1, 2013.~~
- ~~Report of Waste Discharge and Updated Pollutant Load Reduction Plan – June 9, 2016.~~

The City will continue to track abrasive applications and materials recovered by sweeping and vactoring, which helps identify areas with high pollutant loading. City will continue to inspect facilities during large runoff events, to determine whether constructed source control, conveyance, and treatment measures are functioning as designed. The City will also complete annual stormwater system, construction and commercial, industrial, and municipal site inspections required in the MS4 permit. These activities form the foundation of the City's internal approach to assess its stormwater management activities and provide data to support assessments and reporting of annual load reduction progress during the implementation of the PLRP. Moreover, it provides valuable data for updating ~~o~~f the ~~PRLP~~PLRP ~~for year 2016 and beyond~~.

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# Appendix B
# SOUTH LAKE TAHOE DESIGN GUIDELINES




# South Lake Tahoe Design Guidelines

March 8, 2016








Final Draft

# SOUTH LAKE TAHOE DESIGN GUIDELINES

Final Draft, March 8, 2016

**PREPARED FOR:**

City of South Lake Tahoe

Tahoe Regional Planning Agency

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STRATEGIC GROWTH COUNCIL

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# CONTENTS


**SECTION 1: INTRODUCTION** **1**

PURPOSE & INTENT 2

APPLICABILITY 2

DOCUMENT ORGANIZATION 3

**SECTION 2: SITE DESIGN GUIDELINES** **5**

GENERAL SITE DESIGN 6

GRADING AND DRAINAGE 8

BUILDING PLACEMENT 10

PARKING 14

BICYCLE PARKING 18

VISUAL SCREENING 19

PEDESTRIAN CIRCULATION 20

PUBLIC PLAZAS AND OPEN SPACE 22

**SECTION 3: BUILDING DESIGN GUIDELINES** **25**

BUILDING DESIGN AND ARTICULATION 26

ROOFS 38

BUILDING HEIGHT 42

GREEN BUILDING 42

**SECTION 4: LANDSCAPE DESIGN GUIDELINES** **45**

**SECTION 5: EXTERIOR LIGHTING DESIGN GUIDELINES** **53**

**SECTION 6: SIGNAGE DESIGN GUIDELINES** **61**

# 1 SECTION ONE INTRODUCTION

The South Lake Tahoe Design Guidelines (Guidelines) provide visual imagery in order to support and clarify the intent of the City of South Lake Tahoe design standards. The Guidelines were developed to help project applicants and their designers understand the community's desired visual character and appearance for South Lake Tahoe. They apply to all projects except single family and multi-family residential projects within the City of South Lake Tahoe.

The Guidelines were developed as part of a collaborative outreach process. Community members were invited to take part of three public workshops and two online surveys. The first meeting and online survey focused on understanding what types of buildings, signage and landscape elements best represented the type of mountain architecture the community desired for South Lake Tahoe. The second meeting and online survey provided a venue for community members to comment on the Draft Design Guidelines. Survey and meeting results indicated that participants felt the imagery provided represented their desired aesthetic character for South Lake Tahoe. At the final public meeting the Final Draft Design Guidelines were presented, areas where the Draft Design Guidelines had been modified to respond to public input were identified and the community was provided another opportunity to provide input.

## PURPOSE & INTENT

The primary purpose of the South Lake Tahoe Design Guidelines (Guidelines) is to provide a visual tool to help guide project applicants on how to meet the required design standards in a manner that meets the desired aesthetic of the community. They are intended to assist landowners, developers, tenants and their consultants, such as architects, who propose any alteration, addition, construction, and/or development in understanding the basic design ideas related to the City of South Lake Tahoe's (City's)design standards in order to improve the area's visual quality.

The Guidelines are not intended to inhibit innovative design or espouse one style of mountain design. They are intended to allow freedom of expression, innovation and creativity while developing built elements that are timeless or do not appear overly trendy. They provide an illustrative and descriptive tool for establishing and maintaining an overall unifying character and image for the entire community.

The goal of the Guidelines is to communicate design principles regarding how structures relate to the land, respond to climate, step with natural grades, and harmonize with the character of the surrounding landscape. Since there is not a required theme or style of mountain architecture, it is all the more essential for structures to relate to each other through the use of design elements such as locally found materials, scale, fenestration, style, massing and exterior paint colors.

The Guidelines are intended to be an aid to enhance the existing visual quality and experience within the community and direct future development in ways that are responsive to the specific environmental conditions and natural setting of South Lake Tahoe. They were developed in conjunction with community input in order to establish parameters which align with the community's objectives for mountain architecture and the desire for enhanced visual quality throughout the city.

The Guidelines describe how to aesthetically and sensitively execute applicable design standards and codes in a manner that is compatible with the mountain environment. For example, there are codes that set the parameters for height and coverage, however, they do not describe how to aesthetically and sensitively apply them to a site. This manual provides the guidance to accomplish this.

## APPLICABILITY

The Design Guidelines apply to all commercial, tourist, mixed use, public/institutional and industrial projects (including additions, remodeling, relocation or new construction). They do not apply to single and multi-family residential projects. The Guidelines will be used during City review of permit applications as additional criteria for project review and communication with project applicants.

The Guidelines relate to aesthetic consideration of project development. Nothing herein alters current codes or best management practices (BMPs) requirements. All regulations and guidance in the City of South Lake Tahoe City Code, applicable Area Plans, the Tahoe Regional Planning Agency (TRPA) Code of Ordinance, TRPA BMP Handbook and other applicable documents shall remain in effect.

The Guidelines are not intended as a "blueprint" for approval, rather they outline the important design elements and features which should be considered. The City will consider these Guidelines in reviewing projects. Applicants are invited to submit creative and imaginative projects which build on these Guidelines and contribute to the overall character of South Lake Tahoe.

Individuals and entities proposing projects within the City of South Lake Tahoe should review these guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the Guidelines, as well as other development-related questions, should be discussed with the City's Development Services staff as early in the development process as possible. The Guidelines have been developed in accordance with the City Code and Area Plans and TRPA's Code of Ordinances Design Standards and BMPs and are intended to further the broader goals and policies of the Regional Plan and the City's General Plan.

## DOCUMENT ORGANIZATION

The Guidelines have been organized to correlate with the City's citywide design standards and Area Plan design standards. They are presented in five sections:

- Site Design
  - General Design
  - Grading and Drainage
  - Building Placement
  - Parking
  - Bicycle Parking
  - Visual Screening
  - Pedestrian Circulation
  - Public Plazas and Open Space
- Building Design
  - Building Design and Articulation
  - Roofs
  - Building Height
  - Green Design
- Landscape
- Exterior Lighting
- Signage

Each section includes images, diagrams and illustrative examples in order to visually communicate how the Design Guidelines and existing city design standards can be met while developing a project that is compatible with the surrounding mountain environment. A summary of the section's design objective is provided at the start of each section. Image captions are provided to further communicate the design idea presented by the images, diagrams and illustrations.



The Design Guidelines apply to all projects within the City of South Lake Tahoe except single and multi-family residential projects. The unique natural setting of South Lake Tahoe is the best starting point for developing the site and building design.

# 2 SECTION TWO SITE DESIGN

## OBJECTIVE

Fit and blend man-made improvements into the topography and forest.

The way in which buildings and built elements relate to the land is an important factor in defining the character and enhancing the visual quality of South Lake Tahoe. The area's natural setting with its forested mountains, crystal blue lake and fragile meadows are South Lake Tahoe's most important features. This section describes design guidelines for site work elements including grading and drainage, building placement, parking areas, pedestrian circulation, and public plazas and open spaces in order to ensure that the character of South Lake Tahoe is maintained.

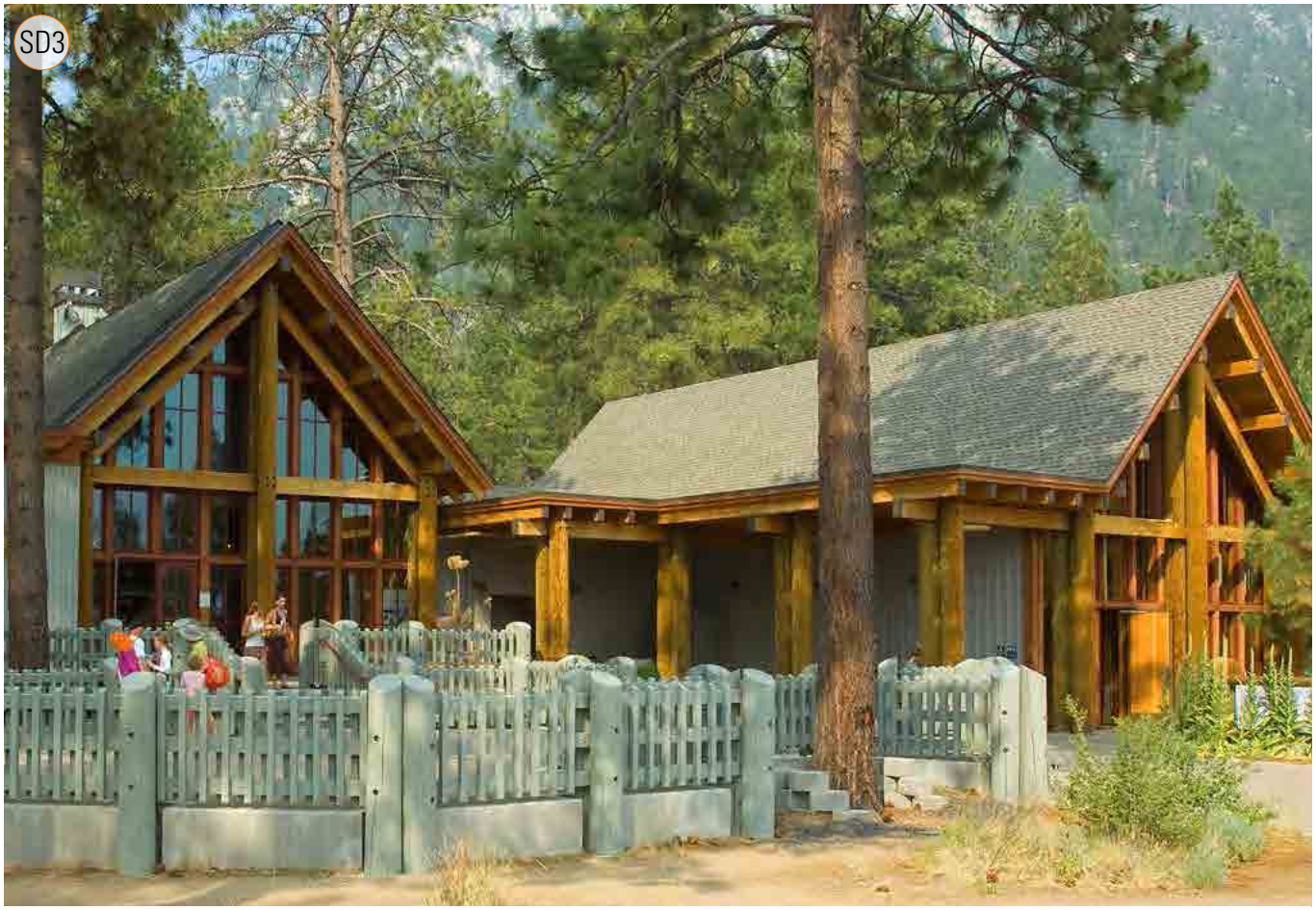
## LIMIT NEW DISTURBANCE AND KEEP EXISTING TREES, BOULDERS AND NATURAL ELEMENTS




Rock outcroppings and other natural elements should be incorporated into site design and public areas.

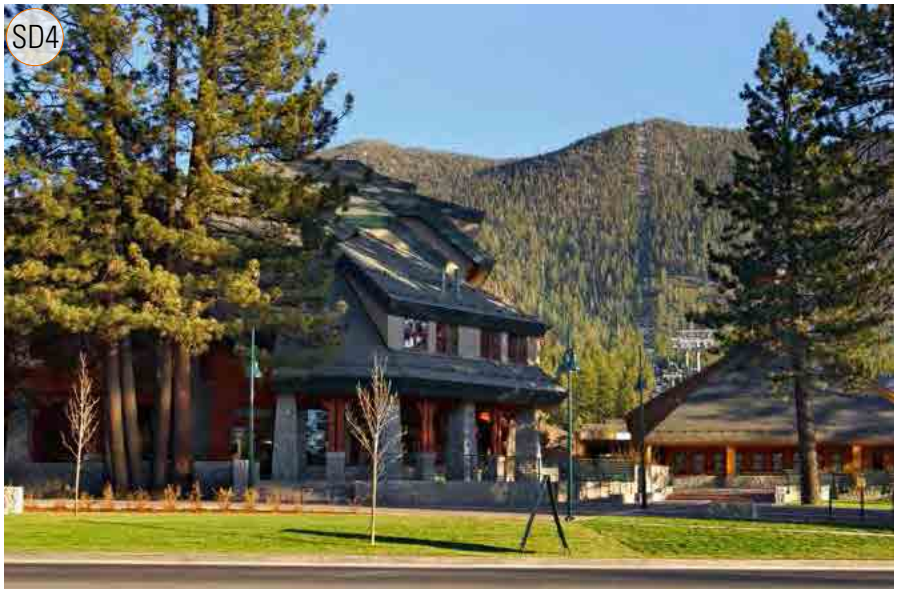



Retain existing natural features such as rock outcrops, trees and topographic features.




Site buildings and paved areas over existing disturbance to ensure the least amount of new site disturbance as possible.

## MAINTAIN AND HIGHLIGHT VIEWS OF THE MOUNTAINS, FORESTS AND LAKE




Organize and design buildings to maintain ridgeline and forest canopy views.




Site buildings and structures to maintain views of the mountains and lake.




Orient site features to capitalize and highlight views of the surrounding mountain and lake landscape.




Underground new utilities along commercial corridors in order to reduce visual distractions and enhance views of the surrounding landscape.




Buildings and site elements should be organized to preserve lake views of significant size to make a greater visual impact when viewed from public areas.

# GRADING AND DRAINAGE

## OBJECTIVE

Work with existing topography so that built elements appear to be an extension of the existing natural forms or nestle easily within the landscape setting.

The most aesthetically pleasing mountain towns are those that appear to nestle into their setting, working through and around the landscape instead of perching on top of it. The intent of these guidelines is to foster grading which results in built work that appears to sit easily within the landscape instead of being imposed upon it.



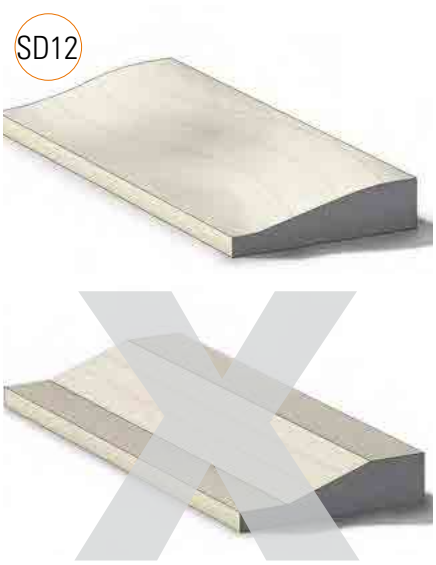

Minimize grading and work with existing topography to minimize the use of retaining walls and integrate buildings into the site.




Preserving existing trees and incorporating naturally functioning systems into the site design is integral to the establishing the aesthetics of the place.




Revegetate graded slopes.




Smoothly merge graded areas into existing terrain and undulate the graded surface to mimic existing landforms. Do not create sharp transitions with a flat graded surface.




Natural drainage courses and existing drainage patterns should be protected.




Design graded areas to appear as natural landforms. Smoothly merge graded areas into the existing terrain. Undulate slopes to mimic the surrounding landscape.




Gracefully blend stormwater features into the look and feel of the surrounding terrain. Do not use sharp transitions or flat slopes that do not appear natural.

## BUILDING PLACEMENT

### OBJECTIVE

Organize buildings in such a way that respond to and take advantage of Tahoe's natural setting while reinforcing the character of pedestrian and public areas in order to optimize visitor and resident enjoyment of outdoor spaces.

Building placement has a powerful impact on the perceptions of visitors and residents. Consideration should be given to all the aspects of the site: the physical characteristics, environmental conditions and social expectations to determine the arrangement and location for buildings that will provide the greatest benefit. The guidelines for siting of buildings are intended to encourage designs that respond to the natural setting.

Because each building's relationship to the street impacts the character and function of pedestrian areas, the guidelines also encourage designs which reinforce the character of public areas and optimize visitor and resident enjoyment of outdoor spaces. Well organized buildings can create comfortable pedestrian plazas, promote walkability, encourage commerce, improve building performance and reinforce community identity.

SD16

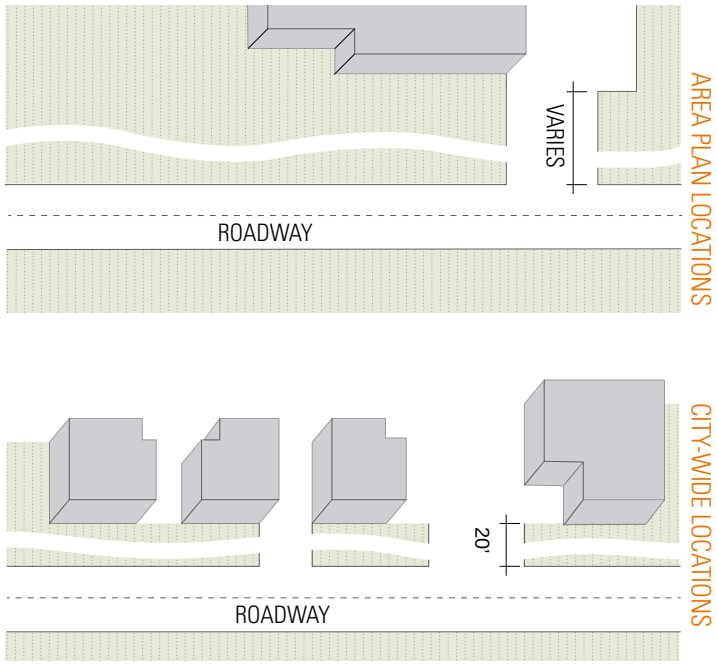



***Image courtesy of BSA Architects***

Site buildings at setback lines to create visual interest along the road corridors, allow for substantial landscape areas and pedestrian walkways.

SD17



***Image courtesy of Tahoe Donner Cross Country Ski Center; Tahoe Donner Association, Dale Cox Architects***

Modulate buildings to avoid creating a long row of buildings.

SD18



Locate corner buildings at the setbacks in order to create a strong street presence, define the pedestrian realm and encourage pedestrian activity.







Seating, outdoor dining and public gathering areas can be incorporated within the setback area.




Building placement should not intrude on or diminish the views of mountains or the lake as seen from public spaces and roadways.

## RELATIONSHIP TO PUBLIC SPACES AND OTHER BUILDINGS




Cluster buildings where appropriate to create desirable and comfortable public outdoor spaces.




Site buildings in a manner that complements adjacent buildings.

## RELATIONSHIP TO PEDESTRIAN MOVEMENT AND ACCESS




Site buildings so their spatial relationship provides for and promotes pedestrian access.




Highlight building entries through architecture and landscape.




Place building entries and frontage toward the primary linear street frontage to encourage and support a pedestrian environment.




Provide covered entries.




Orient the entry and major façade of commercial buildings toward the primary street frontage.

# PARKING

## OBJECTIVE

Provide convenient parking that is not visually obtrusive and does not impact pedestrian movement.

Parking with its related vehicular circulation and access points establishes the pattern of movement for trucks and automobiles and influences pedestrian and cyclist movement. The point where a driver enters or leaves a site affects both a project and the community as a whole.

The guidelines focus on siting and designing parking areas which do not dominate views from the roadway and public areas and encourage pedestrian movement by minimizing vehicular/pedestrian conflict areas and creating opportunities to park once and walk to multiple destinations.




Divide parking into smaller lots to decrease the view of large parking expanses.




Parking located behind a building or on an interior side has less visual impact from the street in order to create a cohesive pedestrian environment and building frontage.

## USING LANDSCAPE AND EXISTING TREES TO BREAK UP PAVING AREAS




Best management practices (BMPs), such as infiltration basins, can be incorporated into parking areas as part of landscape areas and offer an aesthetically pleasing and lower cost alternative to conventional stormwater treatment strategies.



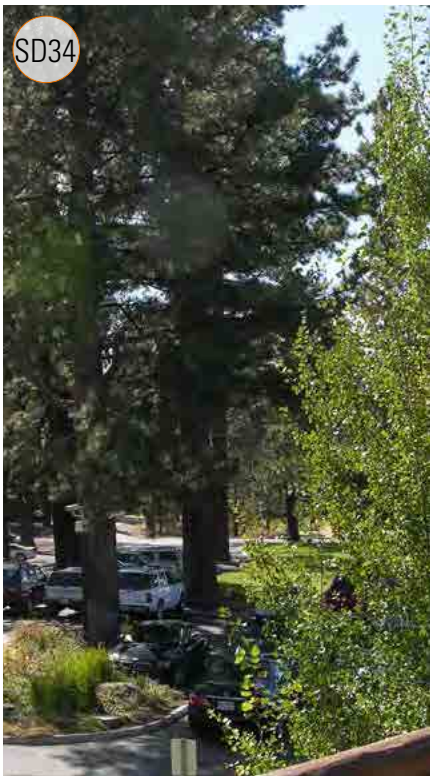

Integrate landscaping and barriers that prevent parking outside of designated areas as part of the overall parking and landscape design.




Incorporate islands of adequate size between parking areas to visually break up long lengths of parking as well as provide areas for snow storage that are out of the public rights of way.




Integrate boulders into the landscape design where appropriate to prevent parking in landscape areas.




Incorporate existing trees into parking lot design and provide adequate buffer to maintain and enhance plant health.

## VISUAL SCREENING




Fencing can be incorporated as part of the landscape elements used to screen parking from the roadway.




Incorporate landscaping in the setback area to screen parking from the street. Utilize informal planting strategies to create a more naturalized appearance of landscaping.




Utilize landscaping to screen underground parking that extends above natural grade.

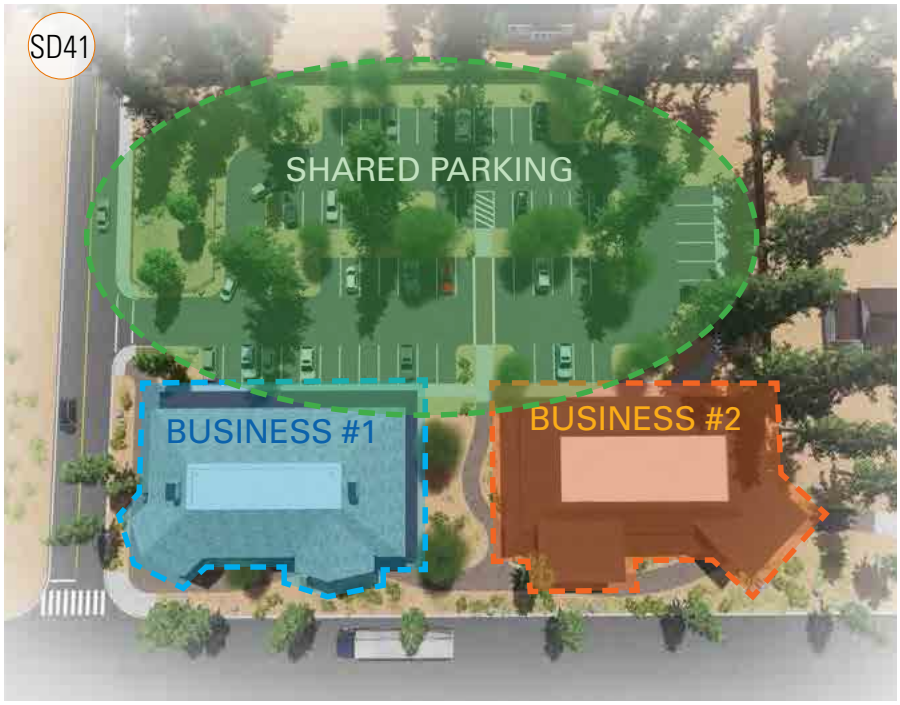



Buffer parking from neighboring residential uses with fencing.

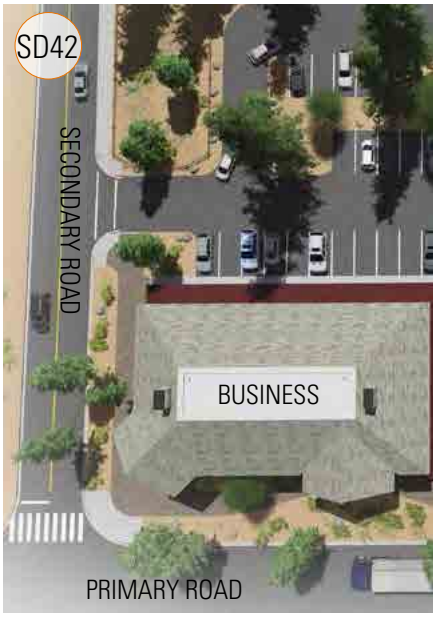



The use of vertical separation, landscape and fencing can help screen parking areas from the road.

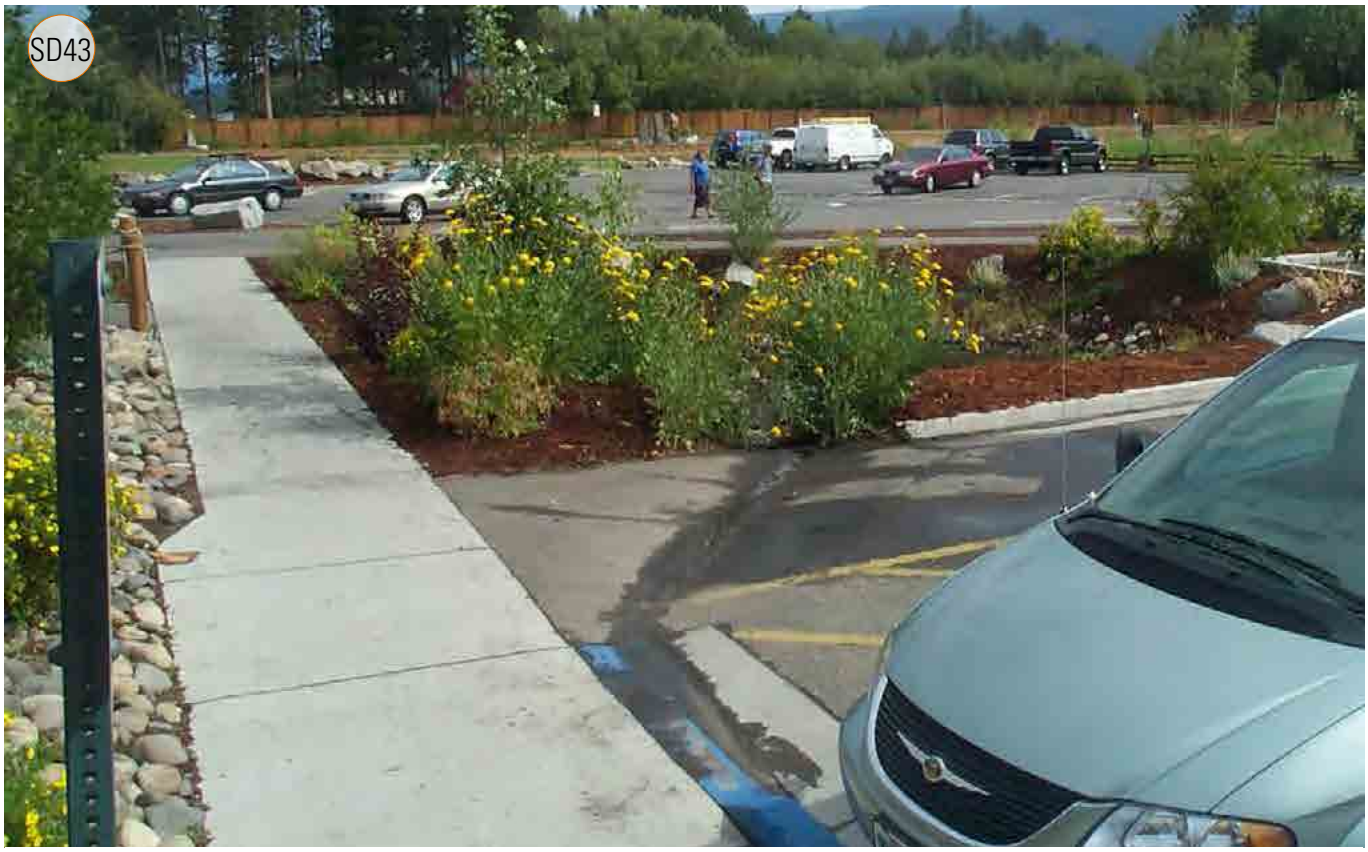
## ENCOURAGING PEDESTRIAN MOVEMENT




Encourage walkability and a park once atmosphere by providing shared parking and shared parking access points.




Locating access drives from side streets and alleys fosters pedestrian movement along the primary street corridor by reducing the number of times vehicle and pedestrians interface.




Pedestrian walkways through parking areas provide a safe place for people to walk away from moving vehicles and should be separated from the building by a landscape area.

## BICYCLE PARKING

### OBJECTIVE

Encourage active transportation use with secure and convenient facilities.

Bicycle trail connections in combination with bike-friendly amenities help encourage use of alternative modes of transportation.




Locate bike racks within close proximity to the main building entry.




Locate bike racks so they do not obstruct pedestrian movement.




Incorporate long-term bike parking to serve people staying at a site for over four hours. Long-term bike parking can be provided indoors when possible.




Locate bike racks so they are visible to encourage use and enhance security.




Design dumpster enclosures using materials and finishes consistent with the building architecture to unify the appearance of site structures and help protect visual quality. Screen dumpster enclosures that are visible from the street with landscaping. Dumpsters should be covered whenever possible to prevent precipitation from entering the dumpster, mixing with contents and then leaking out.




Utilize site planning and building placement and design to minimize the visibility of parking, utilities, and service and maintenance areas from public rights of way.




Utilize a combination of fencing, walls and landscaping to provide attractive visual screening.

## VISUAL SCREENING

### OBJECTIVE

Minimize the visual impacts of parking and service areas.

The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment and utility hardware on roofs, buildings or the ground.

# PEDESTRIAN CIRCULATION AND DESIGN

## OBJECTIVE

Encourage safe and easy pedestrian movement within a site and between adjacent properties.

The design of the circulation system on a site is critical to creating safe travel routes between parking areas and building entrances. The guidelines identify the need for creating clearly defined and aesthetically pleasing circulation systems within and between project sites and providing connectivity to nearby transit stops and citywide pedestrian circulation systems.




Circulation systems should be separated from vehicular areas and provide convenient connections to pedestrian areas.




Integrate project walkways with the existing and planned active transportation network, community areas and transit.




Provide for pedestrian circulation within the site and between adjacent properties.




Create an interesting and inviting pedestrian environment with walkways and shared use paths that are separated from the roadway.




Design walkways for year-round circulation.




Provide wider sidewalks in heavily used commercial and tourist areas to accommodate higher numbers of pedestrians and provide opportunities for outdoor dining.




Sidewalks shall be provided along the full length of buildings that feature customer entrances.




Provide internal pedestrian connectivity to buildings, parking, open spaces and public amenities.




Separate walkways from vehicular areas in parking lots.

# PUBLIC PLAZAS AND OPEN SPACE

## OBJECTIVE

Create comfortable and desirable public gathering spaces.

Great public places are settings that bring people together—a place to see and to be seen. They provide a sense of character to the surrounding buildings and provide places for people to relax and enjoy themselves. They can serve as focal points and add to an area's visual enhancement. The guidelines describe the importance of designing high quality spaces that consider the surrounding landscape and scenic elements while providing for human comfort and visual interest.




Site public gathering spaces in locations with good solar exposure.



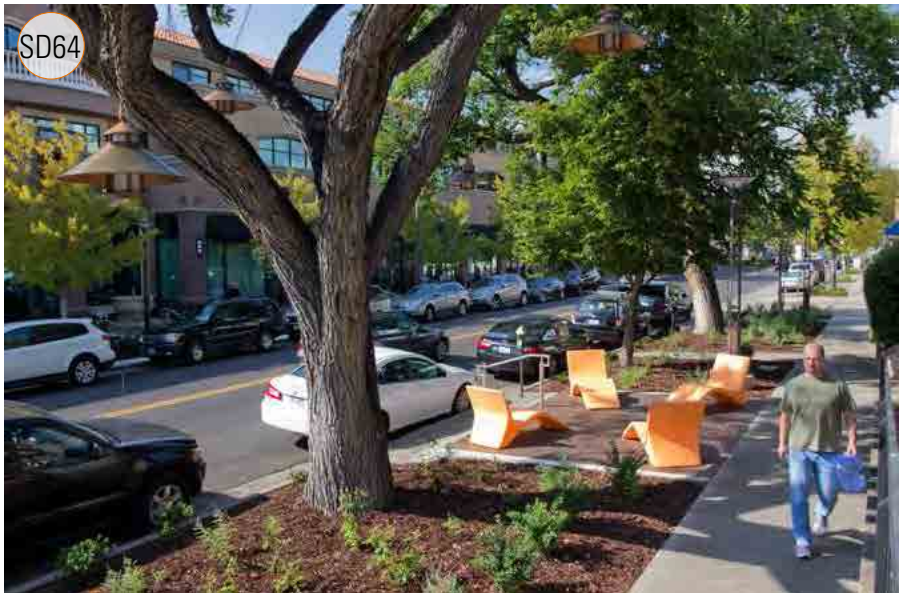

Provide desirable and comfortable public plazas. Site gathering spaces to take advantage of natural resources where possible.




Locate outdoor dining areas where solar exposure will maximize the opportunity for a comfortable year-round experience.




Site public gathering spaces where they are visible from the public street or other on-site pedestrian areas.




Use high quality plants, hardscape and pedestrian features that create an inviting atmosphere.




*Image courtesy of magazine.inspirato.com/featrued/family-time-in-vail-beaver-creek*

Enhance the site's comfort and aesthetics through the use of seating, public art, shade, information kiosks and other amenities and design elements.




Provide pedestrian amenities in convenient locations, including benches and trash receptacles. Consider providing ski and snowboard racks in commercial areas near ski resorts, where appropriate.

# 3 SECTION THREE BUILDING DESIGN

## OBJECTIVE

Design buildings and structures that harmonize with the character of the surrounding landscape, avoid a bulky and "box-like" appearance, and contribute to the quality and character of the mountain community.

The building guidelines establish a quality and character for the built environment that reflects the area's mountain setting and environmental conditions. These guidelines are not intended to restrict imagination, innovation or variety in design, but rather are intended to highlight design principles that can result in creative solutions that establish special characteristics for the built environment. Scenic and visual quality is not a question of style and therefore no specific architectural style or theme is proposed. The intent is to create design solutions that encourage a variety of architectural forms, scales, colors and materials that collectively fit within the natural mountain environment.

# BUILDING DESIGN AND ARTICULATION

## OBJECTIVE

Building form, articulation, materials and colors should be compatible with the surrounding Tahoe environment.

Building exteriors are typically designed with clear distinction between the three main building components; the base, middle and top. The base grounds the building to the site through the use of materials and forms that convey a sense of weight and stability. The base of a building is also the most visually dynamic zone due to its connection to the street level. The building's middle section should incorporate materials, textures, colors and detailing to provide interest and articulation. The tops of buildings are encouraged to be capped with well-proportioned, pitched roofs that act as the uppermost unifying component.




*Image courtesy of BSA Architects*

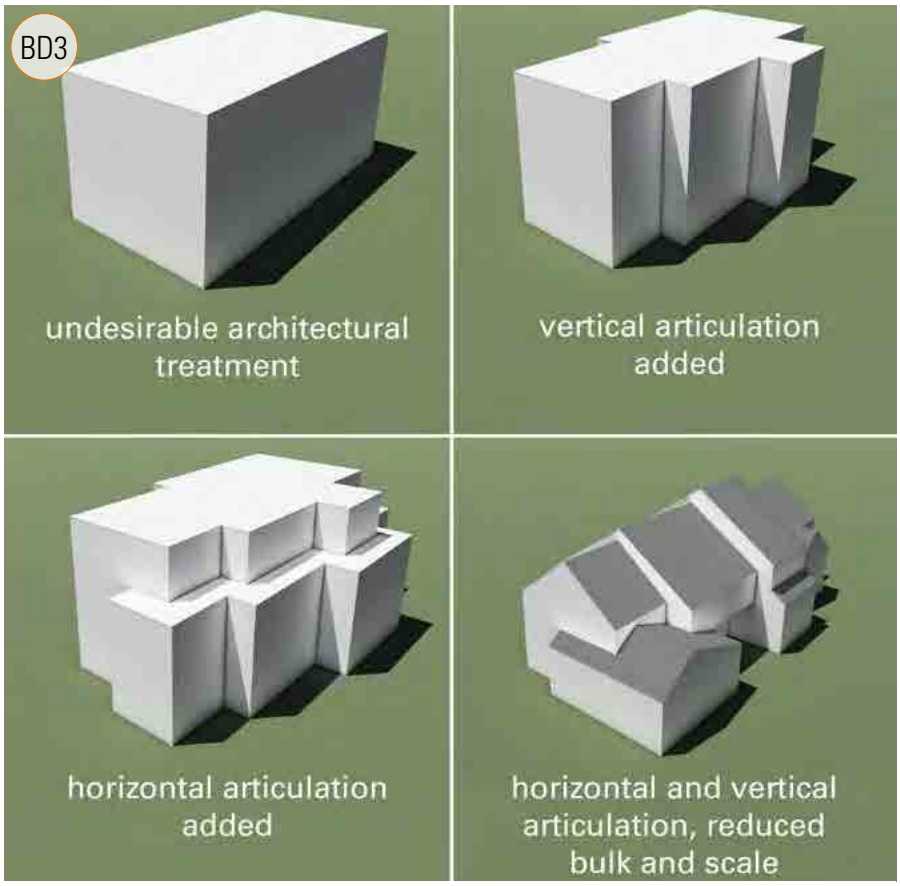
Buildings should have consistent architectural style and related detailing. All elevations visible to the public should have a complementary level of detailing.




*Image courtesy of Ben Fish*

Use gables, shed roof forms, cornices, balconies, roof terraces and other elements to step and articulate roof lines.

## BUILDING FORMS AND ARTICULATION




Use both horizontal and vertical articulation to reduce a building's scale and mass.




The visual mass of large buildings should be broken up through the use of elements such as roof forms, gables, projections and arcades.




Break up building facades with projections, recesses, piers, textured materials, trim and other architectural details to avoid a bulky or "box-like" appearance.

## BUILDING FORMS AND ARTICULATION




Screen all mechanical equipment from view.




Differentiated materials is one way to visually separate the base floors from the upper floors.




Protruding overhead canopies create interesting architectural façades and provide protection from falling snow.

## BUILDING FORMS AND ARTICULATION




The choice of quality, timeless materials is an investment in a place that will last for generations. Placement, shapes, materials, texture, details and colors should contribute to the overall building articulation. Design complex building forms with setback, overhangs, porches and varied skylines and avoid simple or monolithic forms.




Use brackets and overhangs to intercept sunlight and encourage building shadowing articulation where significant amounts of glazing is used. Windows and doors should relate to the structural expression of the building.




Glazing should avoid large amounts of reflective window planes without suitable overhangs or other mitigation.

## PEDESTRIAN LEVEL DESIGN AND DETAILING




Views into a hotel lobby or retail space are visually inviting.




The quality and character of each building should contribute to the overall public space and create pleasing, usable outdoor spaces.

## PEDESTRIAN LEVEL DESIGN AND DETAILING




Store front detailing should be scaled to the pedestrian.

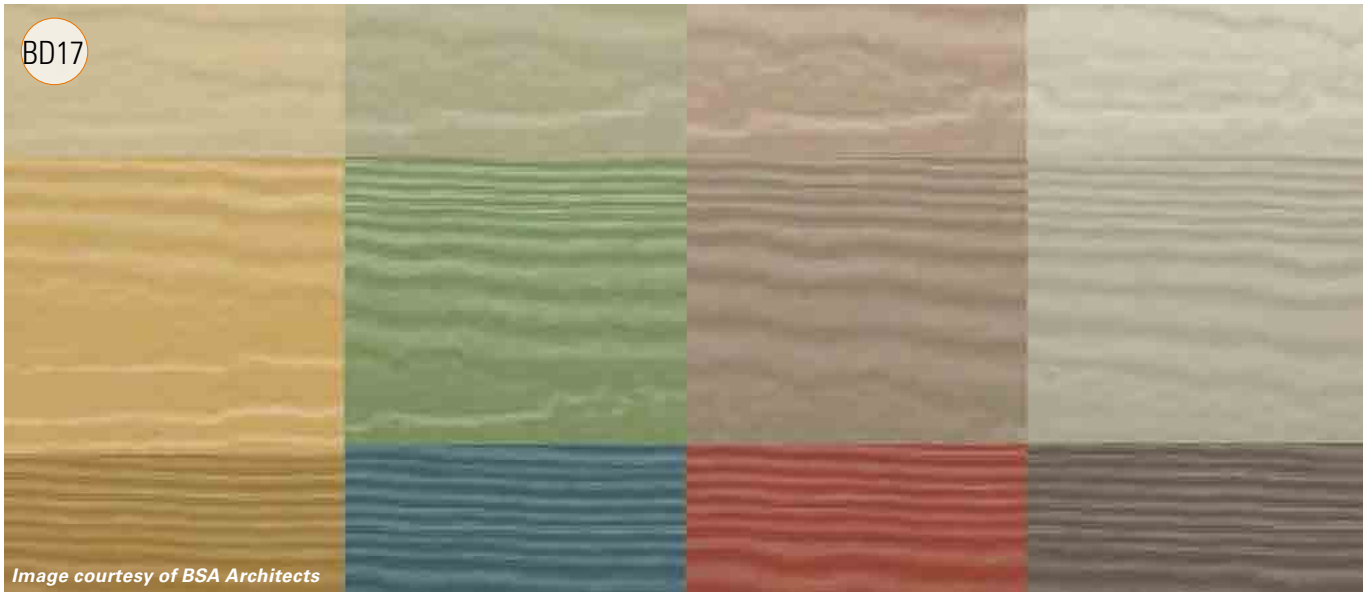



Massing of building elements should emphasize pedestrian scale, create intricacy and detail in the built environment and prevent a cold or impersonal aesthetic.

## COLOR SUGGESTIONS




Varying the texture and scale of wall materials of appropriate color adds visual interest. Textures shall be incorporated throughout each structure, in both materials and in the form and detailing of the building. Materials should appear closer to their natural state rather than a manufactured state.




Building Facade Color Suggestions



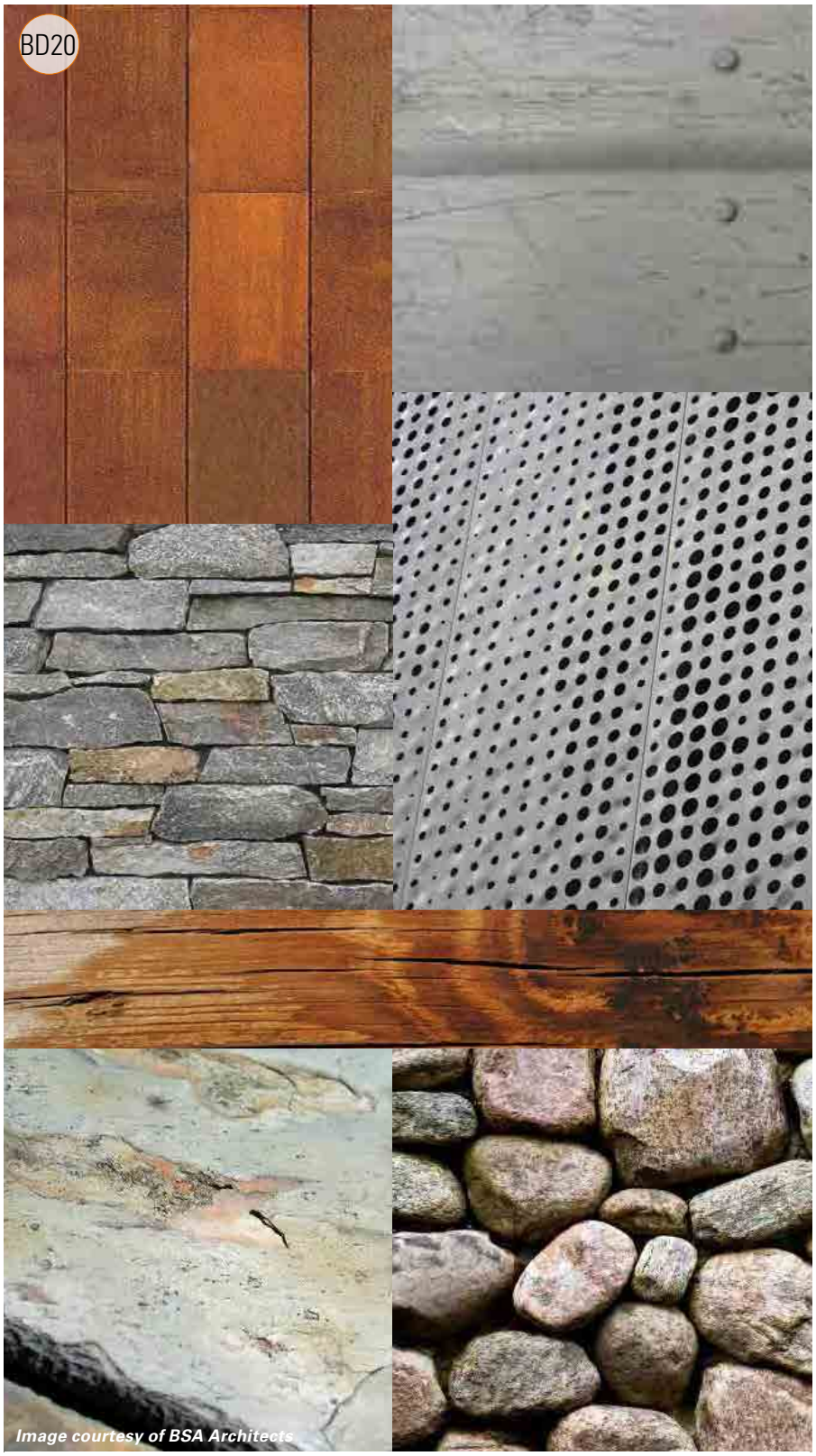

Doors and Windows Color Suggestions

Building colors shall draw from a natural palette in darker shades and minimize reflectivity. Avoid bright colors that compete with the natural surroundings and consider how the color may appear over large surface areas and in juxtaposition to other building materials. Use accent colors (maximum 10% of building face) for doorways, windows, graphics and storefront displays. Accent colors should complement base colors.

## USE OF NATURAL MATERIALS




Local Natural Palette




Textured Materials + Trim

Utilize natural building materials such as wood and stone to articulate design features. Natural stone can link building elements to the surrounding environment. The use of larger stone at the building's base gives it an anchored and structural appearance. Metal elements are typically incorporated as accents.

## SIMPLICITY IN FORM AND DETAILING




*Image courtesy of BSA Architects*

Incorporate metals and other more contemporary materials as accents.




Remodels can enhance existing buildings by incorporating dormers for building articulation, adding windows and transparency to encourage pedestrian movement, and utilizing a neutral color palette that fits within the mountain landscape.




*©Vance Fox.com; Ward Young Architects and Clark and Sullivan Construction*

Use metals and other contemporary materials sparingly. Simplicity in overall composition should be the goal. Consider how metals and other contemporary materials relate to primary building materials such as wood and stone.

## SIMPLICITY IN FORM AND DETAILING




Use stucco sparingly and in combination with natural materials such as stone and wood.

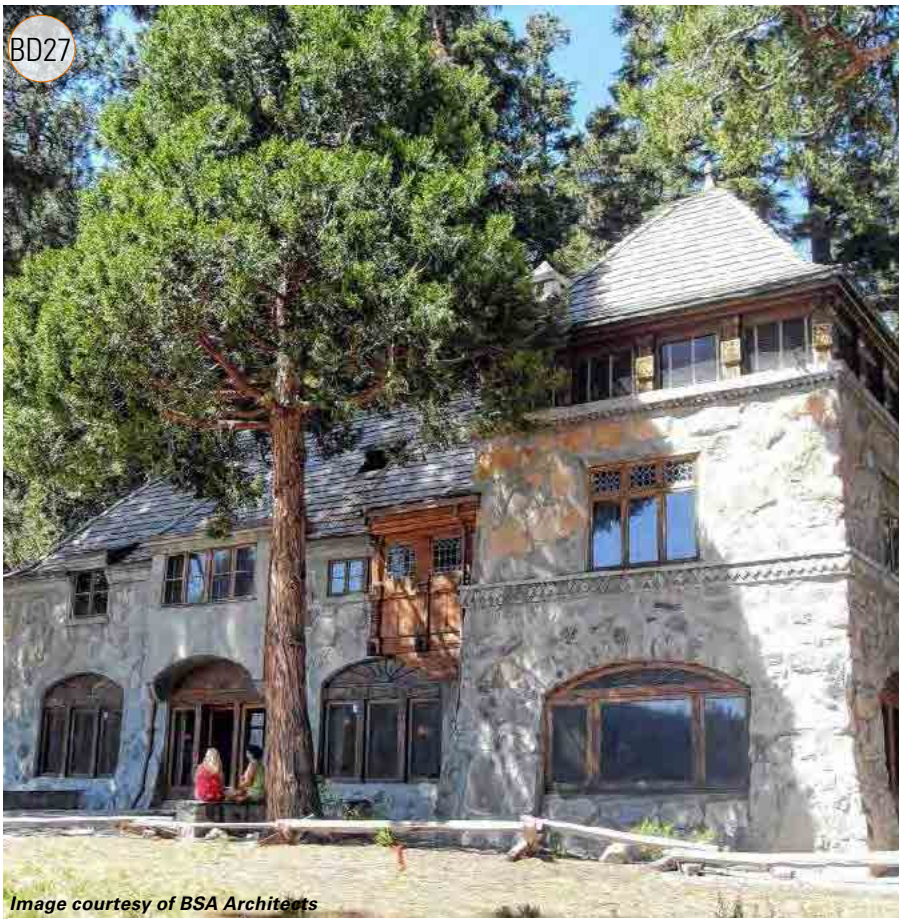



Simplifying the number and types of materials used allow for greater emphasis to be placed on construction details such as bracket, joints and overhangs.



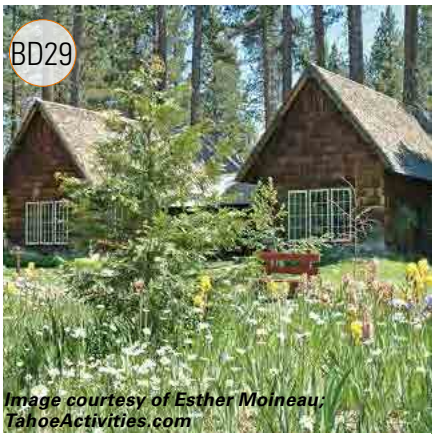

Materials which complement each other and respond to the natural surroundings can create a simple, seamless transition from building to landscape.

## DRAW FROM ELEMENTS OF HISTORIC ARCHITECTURE




Example of historic building from which to draw design elements and materials.




Examples of historic buildings from which to draw design elements.




Consider old Tahoe heritage historical references and incorporate stone and other design elements in a manner which takes into account the building's overall composition, massing and style.

## MOUNTAIN ENVIRONMENT DESIGN



©Vance Fox.com; Ward Young Architects and Clark and Sullivan Construction



Image courtesy of John Hitchcock



©VanceFox.com; Sierra Nevada College

Authentic building materials such as stone and timber are consistent with traditional mountain architecture, but they may also be incorporated into more contemporary designs that also fit within the natural mountain environment. Consider the importance of timelessness and do not create overly trendy designs that may quickly become dated.

# ROOFS

## OBJECTIVE

Create varied, sloping roof-scapes that complement natural forms and Tahoe architectural traditions.

Roof design is important to snow management as well as being a major contributor to building character. Roofscapes should be considered not only for their appearance from the pedestrian level, but also from the view of the overall skyline. South Lake Tahoe's alpine character and mountain backdrop can be reinforced through roof design.

Snow management shall be considered during the design of the architecture and landscape. The effects of snow and ice buildup, if improperly handled, can pose risks to property and pedestrians, and impose high maintenance and snow removal costs.

BD34



*Image courtesy of BSA Architects*

Roof forms should be designed to minimize ice dams and damage due to snow creep (glacial action) and freeze/thaw cycles.

BD35



*Image courtesy of Brent Bingham Photography; Tom Cole Architect*

Roof slopes shallower than 5:12 may be considered where they comply with snow load requirements, other design standards and guidelines, and provide architectural interest.

BD36

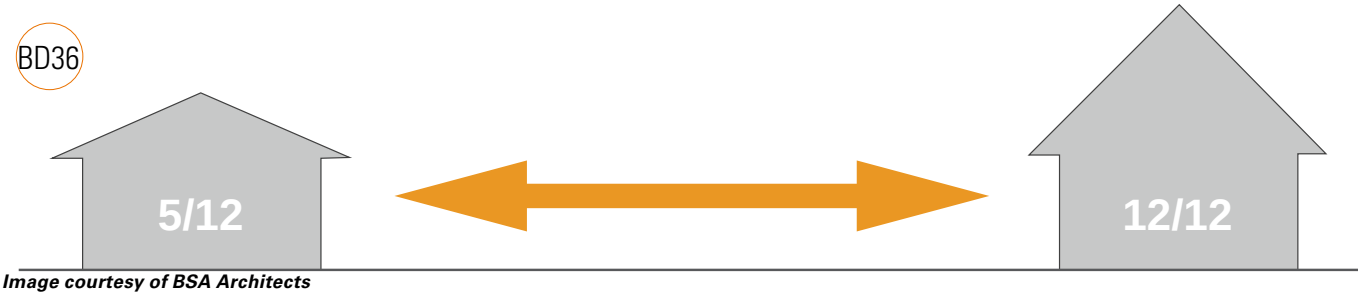



*Image courtesy of BSA Architects*

Pitch roofs that are no less than 5:12 and no more than 12:12 are preferred. Roof pitches below 5:12 may be considered on an individual basis.

## ROOF COLORS AND MATERIALS




Appropriate roof materials, colors and reflectivity should take their cue from the surrounding natural environment.



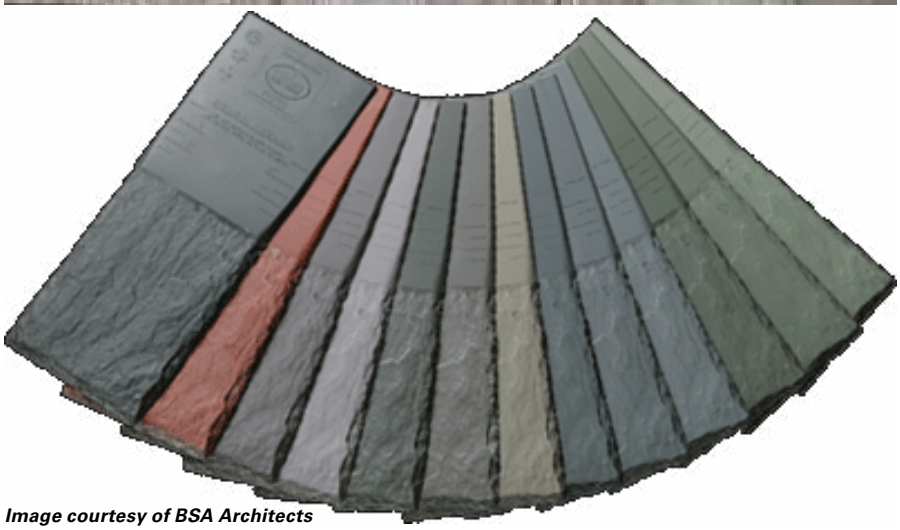



*Image courtesy of BSA Architects*

Roof material and colors should minimize reflectivity and blend with natural surroundings. Utilize nonglare and earthtone finishes to minimize reflectivity for roofs, mechanical equipment and skylights.



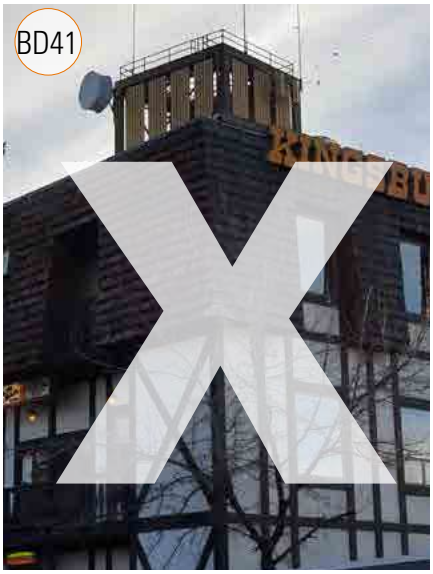

*Image courtesy of BSA Architects*

Use snow clips and snow fences where necessary. Consider retaining snow on the roof to minimize the impacts and liability of shedding snow and increase building insulation value.

## ROOF FORMS




The use of timbers and visible logs should appear consistent with the timbers' structural properties and ability to support roof elements.




Mansard roof forms and flat roofs should not be used.




Different roof shapes, heights and slopes helps to break up the appearance of a large mass of the buildings.




*Image courtesy of BSA Architects*




*Image courtesy of BSA Architects*

Roof forms should be designed to protect public entry ways and pathways from ice and shedding snow without using energy consuming snow melt systems.

## ROOF ARTICULATION




Roofs offer the opportunity to include distinctive design elements to relate the building to the mountain setting and prevent "block-like" structures by breaking up the rectangular form.




Roof design should have a definitive "top" that steps or breaks the rectangular form. Modulated roof forms that are varied in height or broken with architectural features and roof design elements are encouraged.




Cornices, balconies and other elements should be used, where appropriate, to terminate rooflines and accentuate setbacks between stories.

## BUILDING HEIGHT

### OBJECTIVE

Create a built environment that preserves views and visually corresponds with the surrounding mountain environment.

The skillful massing of building elements should emphasize pedestrian scale, create intricacy and detail in the built environment, and prevent a cold or impersonal aesthetic. The guidelines for building heights are intended to prevent structures from looming over the highway and overshadowing the naturalistic mountain aesthetic of the community.




Establish a consistent building frontage through the use of a minimum 15' height of the ground floor.




Relate building heights to open spaces to allow maximum sun and ventilation, protect from prevailing winds, enhance public views of surrounding mountains and minimize obstruction of view from adjoining structures.

BD50

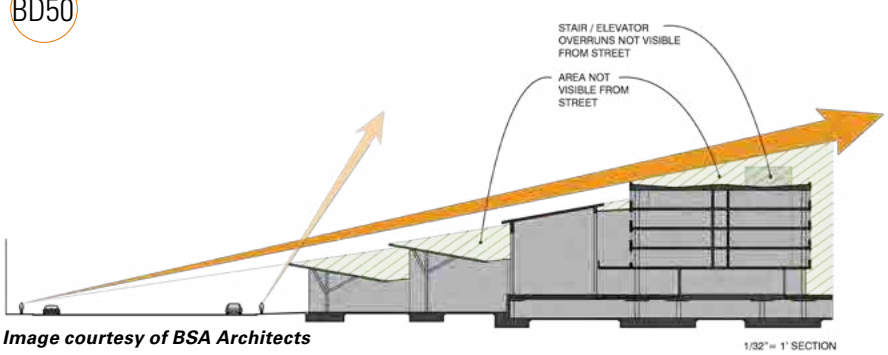



*Image courtesy of BSA Architects*

Step back building within a daylight plane along street frontages and adjacent residential areas to protect viewsheds, allow light and air, limit winter shading and preserve the pedestrian scale.

BD51



*Image courtesy of Scott Kennedy at Sierra Tahoe Realty*

Roof overhangs, projections and other architectural features can help visually step a building back from the street.

BD52



*Image courtesy of hannastepan.cz; stepan*

Ensure compatibility with adjacent uses. Provide additional buffering in addition to required setback for buildings permitted additional height.

BD53



Ensure compatibility with adjacent uses and viewsheds. Do not project building above forest canopy, ridge lines or detract from mountain or lake views.

BD54



Height and scale of buildings should be compatible with that of surrounding development. New development height should "transition" from the height of adjacent development to the maximum height of the proposed building.

## GREEN BUILDING

### OBJECTIVE

Minimize a building's impact on the environment while reinforcing the natural harmony of the Lake Tahoe landscape.




Incorporate durable buildings materials including the consideration of recycled materials and locally sourced building materials, e.g., stone and timber, when possible.

BD56



*Image courtesy of BSA Architects*

Reuse previously disturbed sites and incorporate new technologies to reduce the use of resources, including energy and water.




*Image courtesy of BSA Architects*




*Image courtesy of BSA Architects*

Exposed solar panels should be screened when possible and/or compatible with roof forms and the building's architectural character. Solar shingles can also be incorporated as part of green building design.

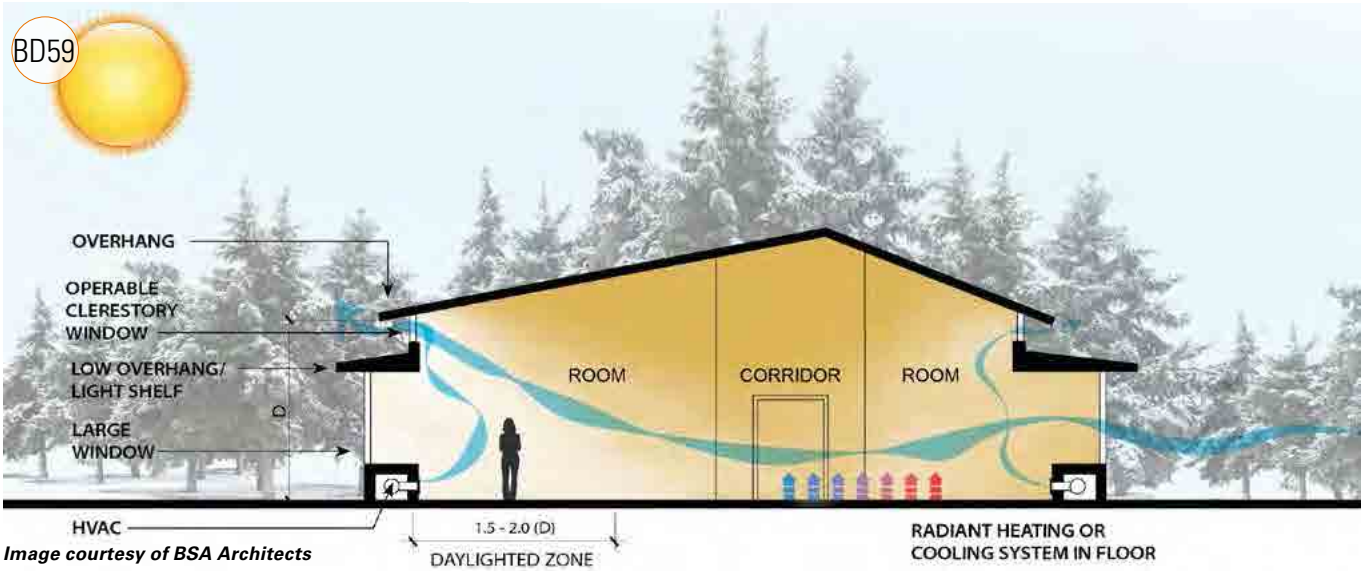



*Image courtesy of BSA Architects*

Use sustainable building materials that support indoor environmental health, passive environmental systems are encouraged.

# 4 SECTION FOUR LANDSCAPE

## OBJECTIVE

Create an aesthetically pleasing, maintainable landscape environment while continuously reinforcing a connection to the natural environment that defines South Lake Tahoe.

The design of landscapes should respond to the intended site function with consideration of issues such as safety, maintenance and desired aesthetic quality. In areas focused on commercial and tourist activities, the landscape should create an inviting environment for pedestrians. This may be accomplished by establishing a rhythm of elements that unify the streetscape, providing plazas and gathering spaces that respond to a site's environmental factors and by screening undesirable views or framing impressive vistas. In contrast, undeveloped areas and areas abutting natural landscapes should incorporate plant materials spaced in natural-looking groups to seamlessly transition into the natural environment.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Incorporate combinations of shrubs, groundcovers and boulders to create an attractive edge between the highway frontage and sidewalk while not blocking views of the lake.




Utilize vegetation to create pleasant outdoor spaces, reduce glare and heat, deflect wind, muffle noise, prevent erosion and integrate buildings into the surrounding landscape.




Create a quality built environment with the inclusion of amenities such as street furnishing, plantings and artworks to enhance the places that people will walk, gather or recreate.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Design landscapes to respond to seasonal environmental conditions to encourage outdoor spaces that are comfortable year-round.



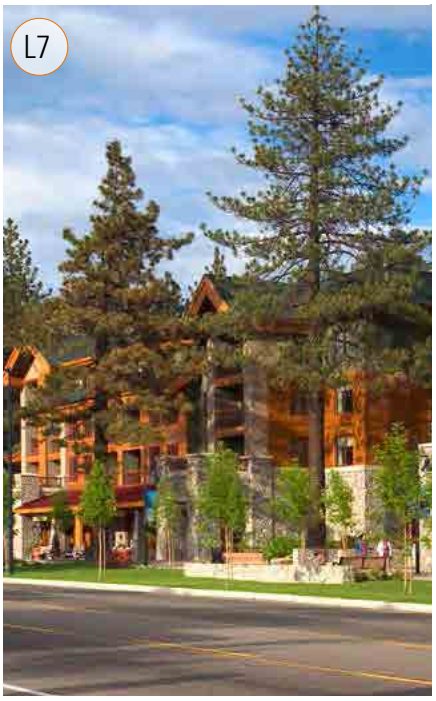

Utilize ornamental and accent plant materials at building entries, exterior dining areas and pedestrian areas.




Consider the use of deciduous trees in street frontages of commercial areas to allow for seasonal solar access and enhance the pedestrian zone.




Landscape materials should enhance the street environment and commercial areas.




Incorporating evergreens as part of the design of front yard setback areas can help restore a natural vertical element to the highway streetscape and integrate buildings into the surrounding landscape.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES



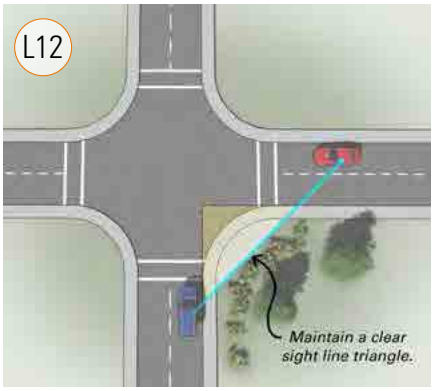

Vegetate setback areas. Consider opportunities to exceed minimum requirements for the appearance of a more established landscape.




Integrate stormwater facilities and bioswales as part of streetscapes, parking areas and other landscape areas. Landscaping should be recessed to receive stormwater runoff whenever feasible. Allowing for stormwater to flow into and infiltrate in landscape areas is preferred.




Maintain lines of site at intersections and driveways for vehicular traffic.



## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Utilize opportunities to incorporate natural drainage features as part of the landscape design.




Incorporating groupings of plant materials can add variety while also organizing the landscape to facilitate maintenance.




Consider the opportunity to incorporate pockets of color and seasonal interest as part of the design of public spaces.

## VISUAL SCREENING







Creating landscape berms with naturalized shapes and contouring should be considered as part of visual screening for parking and service areas.




Plant materials should be used to help block the view of trash enclosures from public areas and roads.




Screen parking and service areas with landscape materials. Incorporate a mix of plant materials to avoid a “wall” affect.

## PLANT SELECTION CONSIDERATIONS




Select drought tolerant plant materials that are suited to the microclimatic variations in sunlight, soil and moisture conditions.




Utilize vegetation that is native or adapted to the region's climatic conditions while also considering the plant material's water needs. Limit ornamental species to accent plantings.




Preserve groups of existing trees where possible to increase the likelihood of survival.




In snow storage areas and roof shed zones, utilize plant materials that are durable enough to handle abuse from snow loading such as herbaceous ground covers, grasses or flexible stemmed shrubs that grow back from their base such as dogwoods.




Consider shade, sun exposure and wind blocking during the selection of trees.

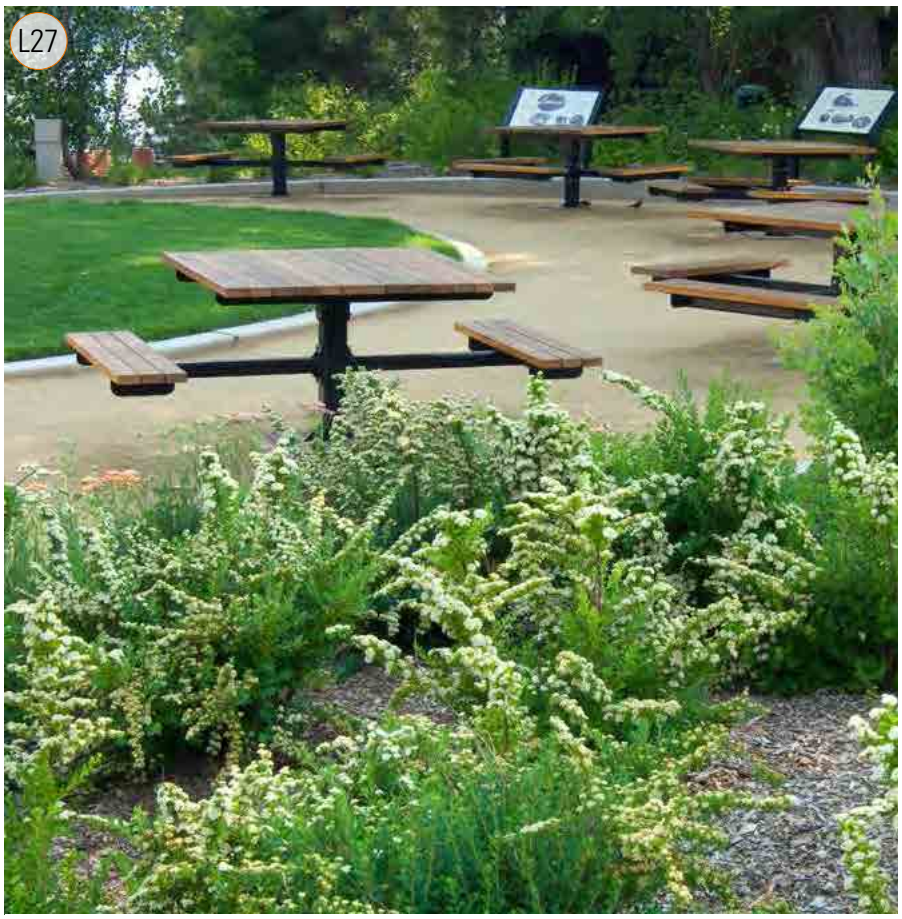
## WATER CONSERVATION




Use efficient water methods, group plantings into similar hydro-zones, use low-water use plant material and use irrigation systems with moisture sensors to control and conserve the use of water.




Consider maintenance and water conservation/irrigation needs during landscape design.




Utilize turf grass only in focused, limited applications.




Irrigate plantings and provide correct water levels to support the long-term growth of landscape. Drip and low-flow systems can minimize irrigation inefficiencies and evapotranspiration in order to maximize the use of every drop of water.

# 5 SECTION FIVE EXTERIOR LIGHTING

## OBJECTIVE

Provide illumination for safety and security as well as enhancing the aesthetic appeal of a site.

Carefully designed lighting can reinforce the ambiance of streetscapes and public gathering areas as well as protect the night sky. These exterior lighting guidelines focus on limiting excess light, while still providing for safety and security and encouraging an enjoyable night time atmosphere for community spaces.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL




*Image courtesy of Il Villagio Osteria*

Accent lighting can be used to accentuate building entries and signage.

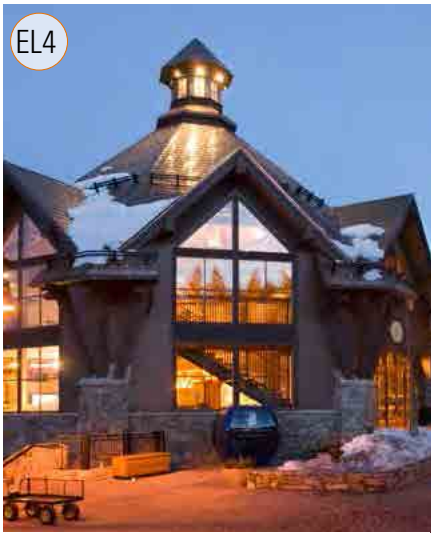



Illuminate areas necessary for safe and comfortable use and illuminate special features of a building or landscape to add to the aesthetic appeal of a site.




*Image courtesy of lampsplus.com*

Accent landscape elements with down lighting with concealed fixtures or fixtures with lens hoods.




Use lighting to accent features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features. Do not light blank walls.




Use built in lighting and wall lighting to illuminate stairs and level changes.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL




Use exterior lighting to activate public pedestrian retail space.




Utilize exterior lighting to accent architectural and landscape features and illuminate parking lots, streets and walkways. Seasonal lighting should only be used between November 1 and March 1 or as by approved permit.




Use pedestrian light poles that allow for approved banners to encourage an active pedestrian environment. Banners should be replaced as needed to maintain visual appeal and avoid showing damaged or faded banners. Plan for seasonal lighting. Consider the need for electrical outlets and incorporate as part of site design features such as tree wells, light poles and walls.







Use lighting to enhance the pedestrian zone, public gathering spaces and private outdoor gathering areas.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL




Wall lights may be incorporated as part of the design to both provide accent lighting and illuminate the walking surface.




Direct accent lighting downward to illuminate landscape elements.




The combination of pedestrian lights, architectural lighting and interior lighting can create a more inviting pedestrian environment. Avoid the tendency to over-light which can create bright spots that tend to make adjacent unlit areas seem even darker. Carefully design lighting to consider both architectural/accent and functional lighting in order to provide reasonable levels for safety and security.

## LIGHTING TYPES: CONSISTENT COLOR WITH TRUE COLOR RENDERING



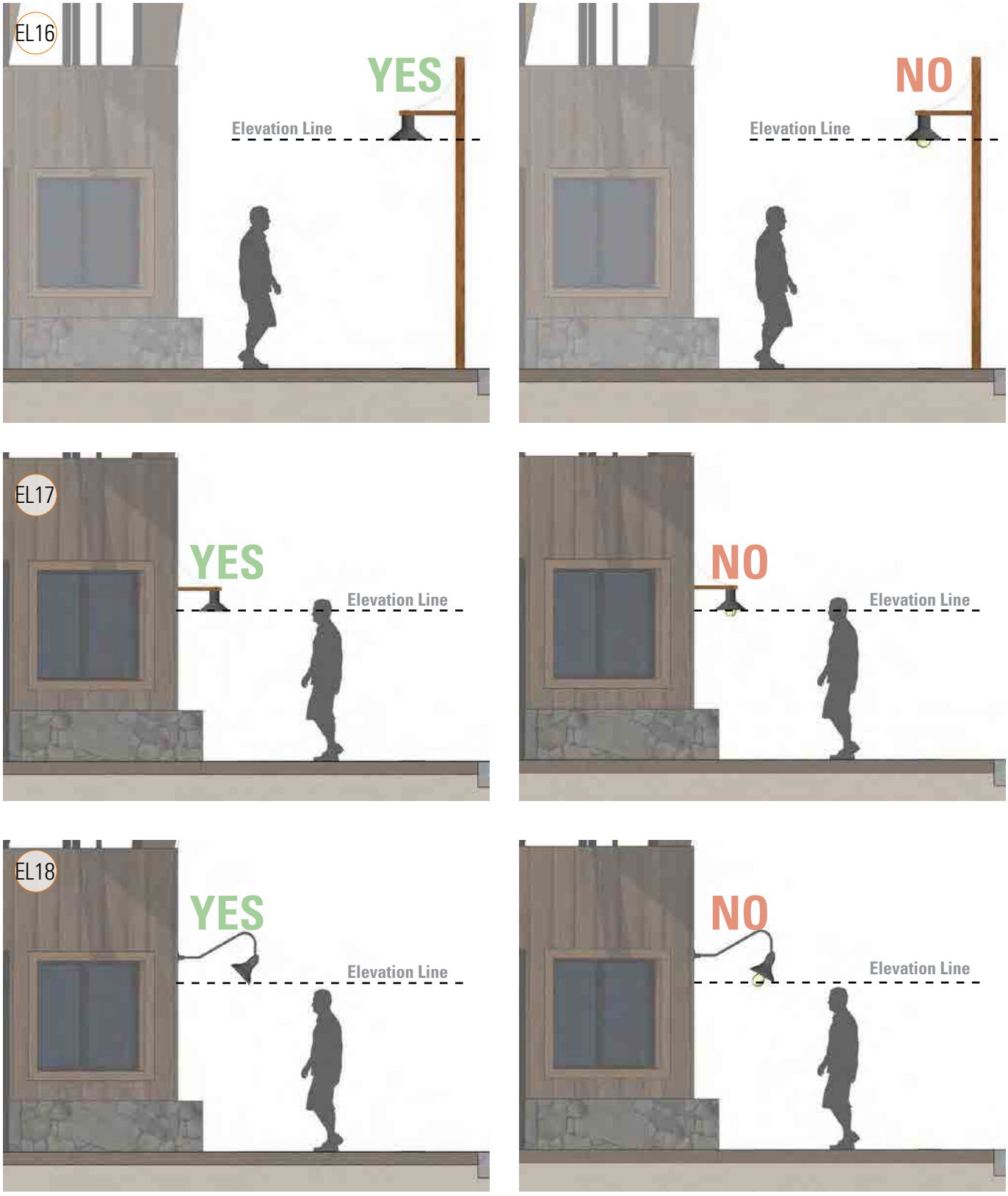

A consistent light color should be provided throughout a project and lighting that appears in the warm color range is preferred over a bluish/white light color. Energy efficient lighting types, including LED lighting, are recommended.

## NIGHT SKY PROTECTION: DIRECTING LIGHT




Face or direct light fixtures so light does not spill over to adjacent properties or up into the sky.

## NIGHT SKY PROTECTION: SHIELDED LIGHT SOURCES




Direct light downward and utilize luminaries that shield light sources from view so the light is not visible as seen in elevation in order to preserve night sky views and reduce glare.

## NIGHT SKY PROTECTION: SHIELDED LIGHT SOURCES


EL19

*Image courtesy of BSA Architects*

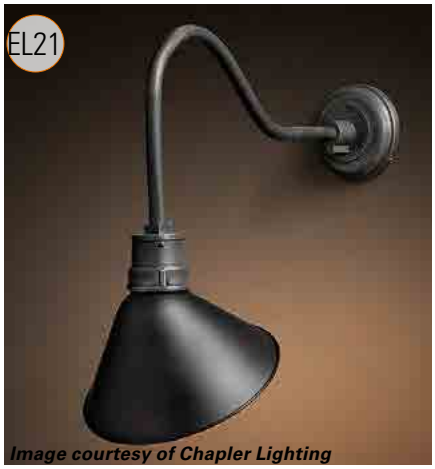
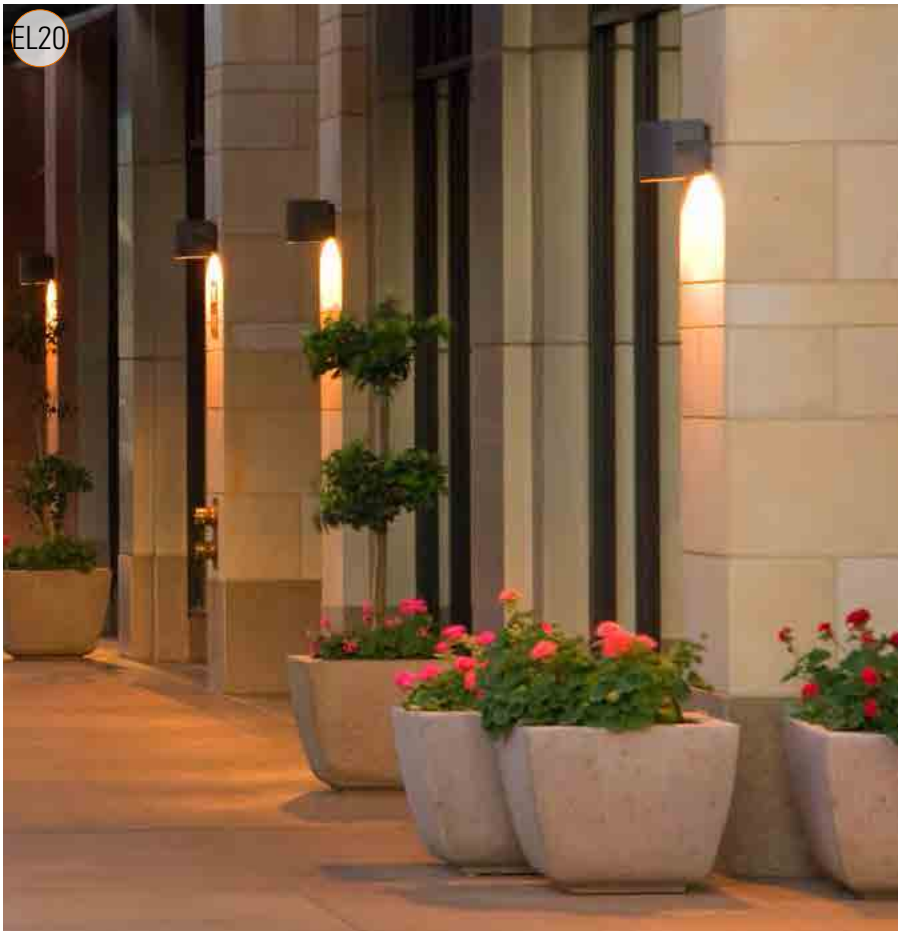

EL21

*Image courtesy of Chapler Lighting*


EL20


EL22

Luminaires that shield light sources and direct light downward should also complement the character of the public space and the building materials of adjacent architecture.

# 6 SECTION SIX SIGNAGE

## OBJECTIVE

Enhance the city's visual environment by complementing the building's architecture and enlivening the streetscape while clearly and succinctly communicating business information.

The sign guidelines recognize commercial communication requirements of all sectors of the business community as well as the need to enhance the area's visual quality. Well-designed signs can contribute to a district's overall identity and help pedestrians and drivers locate businesses and services.

South Lake Tahoe includes a range of pedestrian and automobile oriented environments which require different signage considerations. The Guidelines focus on design criteria that can enhance the ability for signage to communicate effectively while positively contributing to South Lake Tahoe's visual environment through proper placement, use of materials and being appropriate to its setting.

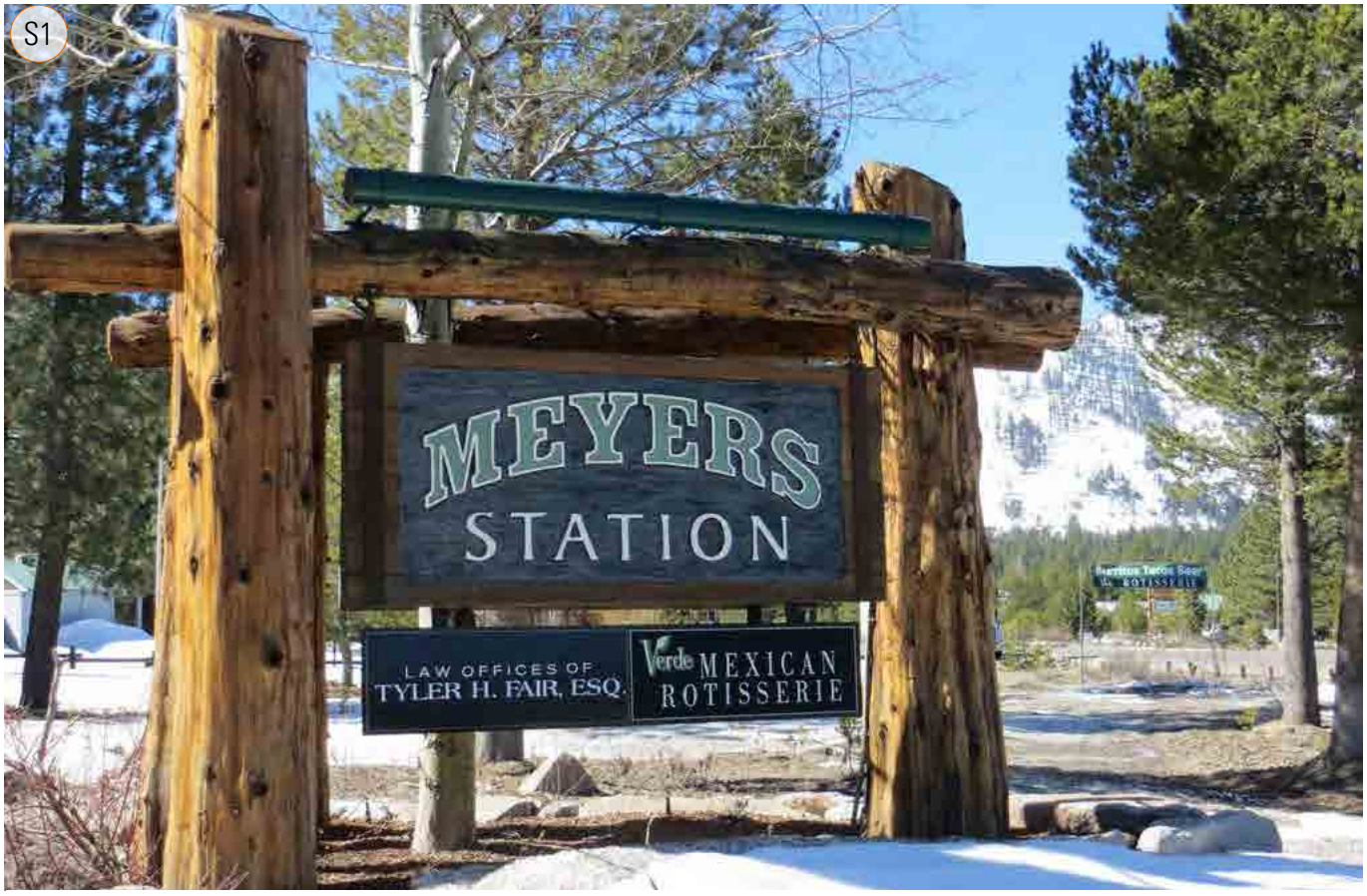
Along with architecture and landscape, signage is one of the most noticeable visual elements along South Lake Tahoe's roadways. Signs are an important part of the built environment in order to communicate information about area businesses and encourage economic vitality. Well-designed signs can contribute to a district's overall identity and help pedestrians and drivers locate businesses and services. However, poorly designed signs and the overabundance of signage can severely detract from the surrounding mountain and lake environment.

The following design principles are illustrated in this section and should be considered during the design and development of projects:

### LESS IS MORE

The purpose and message of a sign should be immediately apparent. Signage that merely attracts attention without communicating the message is not effective. Too much information can be visually distracting to viewers, especially motorists. Limiting the amount of information included on a sign intended to be viewed from a motorist's vantage point can enhance overall legibility and wayfinding.

- ***Keep the message brief and simple***: A succinct message that is simple and easy to read looks cleaner and is more visually appealing.
- ***Consider every word***: Every word should directly contribute to the sign's overall message. Remove any unnecessary words to create a clear message.
- ***Convey primary information***: Words and graphics should convey a business's identity or the services offered. Where possible, multi-tenant areas should consider branding the project area to reduce the information on the primary roadway sign and incorporate secondary level signage within the commercial center.
- ***Use easy to read typefaces***: Typefaces should be easy to read. Overly intricate and mixed fonts can take more time for a viewer to decipher. Faddish typefaces may also become dated.




Keeping the message simple and branding the commercial centers can help effectively direct people to community destinations while reducing the amount of signage seen from the roadways.

## PROPORTION AND BALANCE

The aesthetic quality of a sign arises from the relationships between sign design elements such as proportion and balance. Proportion is the relationship of one element to another. It is most often thought of in terms of the relative size and shape of elements. Proportion can help define the relationship among the sign elements and implies the order of significance.

Well-designed signs will have appropriate proportion between the various parts of the structure as well as between the various components of the graphic content. Sign proportions should be considered between the structure's height, width and depth, between elements of the graphic content, and between the graphic content to the overall sign.

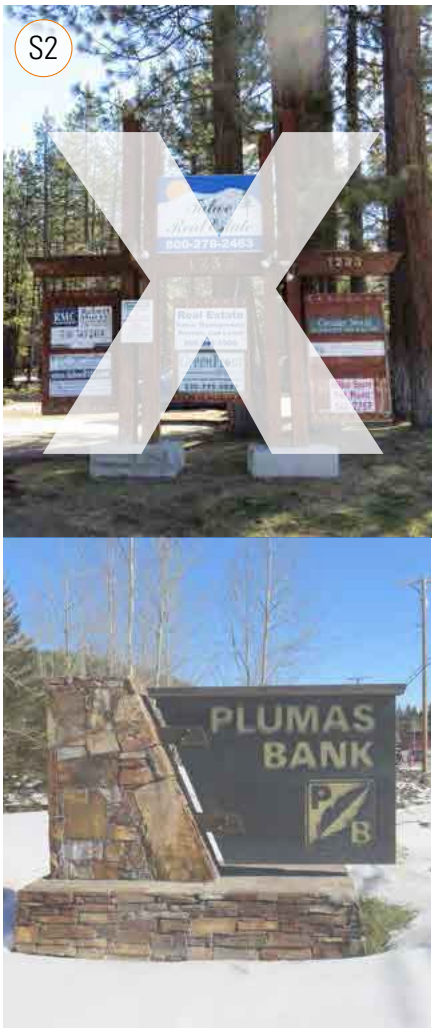
Carefully consider the proportion of the copy to the overall sign background. If the letters take up too much of a sign, they may be harder to read. A general rule is that letters should not appear to occupy more than 75% of the sign panel area.

Physical balance is best described by two objects that are of equal weight, although they may not be of equal size. Visual balance is the perceived equilibrium of design elements. Balance on a horizontal axis can be achieved by having signs that do not appear "top-heavy". Monument bases that are proportional with the sign's height and other sign components can help achieve balance on the horizontal axis.

Balance on a vertical axis can be either symmetrical or asymmetrical. Symmetrical balance can be achieved when each half of the sign is a mirror image of the other half. In asymmetrical balance, each half is not identical, but the elements are arranged in a way that they feel balanced. This can be achieved by considering some of the following principles:

Visually,

- A large form is heavier than a smaller form
- Dark values are heavier than light values
- A textured form is heavier than a smooth form
- A complex form is heavier than a simple form
- Two or more smaller forms balance one large form



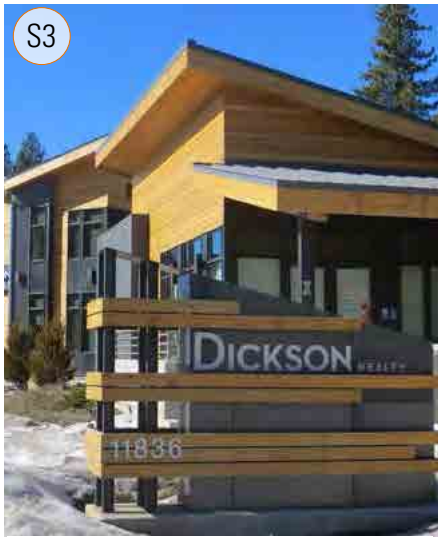

A sign's graphic content should relate to the overall proportions of the sign's structure. Aesthetic quality is enhanced when the relationships between sign design elements are balanced and in proportion with each other.

## COLORS AND MATERIALS

Similar to building design, sign colors and materials should draw from the area's natural palette, including darker backgrounds and the use of stone and wood. Bright colors should be limited and reflective, fluorescent and primary colors should not be used. Additionally, consideration should be given to the following:

- Colors and materials should contribute to overall legibility and design.
- Significant contrast should be provided between the sign background and the letters. Dark materials are recommended for sign backgrounds and light materials/colors are recommended for the sign letters.
- Too many colors can compete with content for the viewer's attention. Avoid too many different colors and limit the use of accent colors to increase visibility.

## MATERIALS AND CONTRIBUTION TO ARCHITECTURE



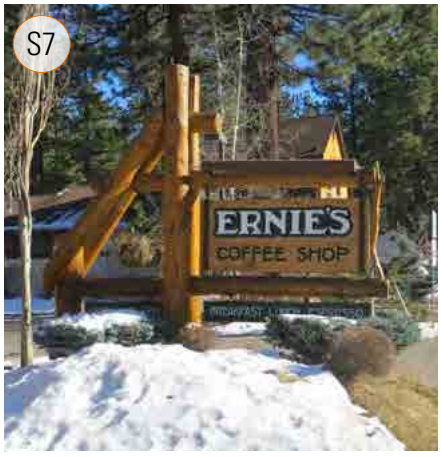

Signage that coordinates with the building architecture can add another opportunity for architectural expression.



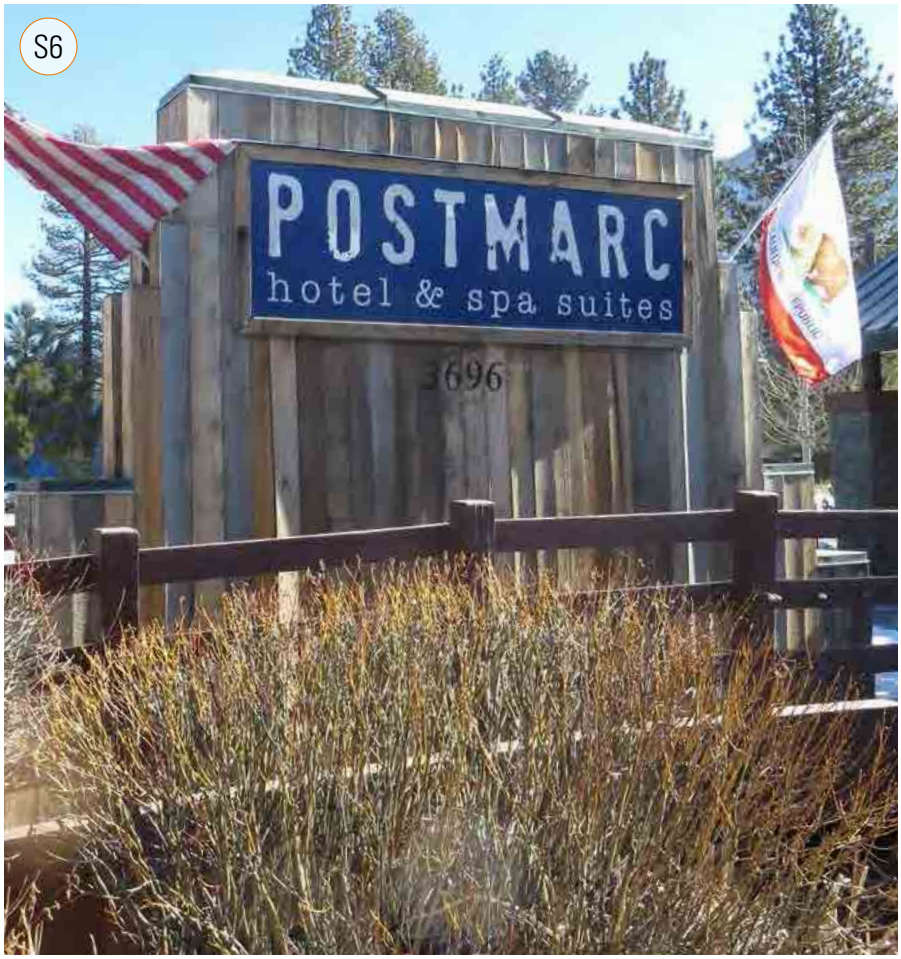

Complement a project's architectural style and exterior lighting with signage. Select materials and supporting devices that positively contribute to the overall character of the area.




Use natural building materials such as wood and stone that is coordinated with site architecture.




Materials and font types should contribute to a sign's overall legibility and positively contribute to the area's overall visual character.




Colors should draw from a natural palette and dark, muted background colors are preferred. Limit the use of bright colors to accents and avoid reflective, fluorescent colors.

## SIGN PLACEMENT




*Image courtesy of Matthew Lehman @ Matthewy Lehman Real Estate*

Integrate freestanding signs into the landscape through the use of plants and sign bases that visually anchor the sign to the site.




*Image courtesy of Solaris Village Shopping; SolarisVail.com*

Provide pedestrian level identification of major buildings through flush building signage.




Utilize elevation signs hung from the soffit board of fascia for businesses that can be viewed from the street and sidewalk.




Pedestrian level signage can be smaller and attached under arcades to reduce the number of signs along a street.




Incorporate building signage with internally illuminated channel letters between appropriately spaced architectural features such as columns or dormers.




Signage placed in dormers can be incorporated as an architectural element.

## SIGN CONSTRUCTION ELEMENTS AND COPY




Sign construction elements that are well proportioned and balanced with the sign face area may be considered if they meet other design standards.




Support freestanding signs with two or more poles or a monument base. Supporting devices should provide aesthetic contributions to the sign structure.




Use trademarks on natural backgrounds to quickly convey messaging.




The visual quality of motor fuel price signs are enhanced by incorporating them within a thoughtfully designed stone monument base.




Keep copy simple and easy to read by keeping the amount of text to a minimum. Too many messages can be visually distracting. A sign with a brief, succinct message is more attractive and is typically more effective as it is easier to read quickly.

## ILLUMINATION




Lighting should comply with night sky standards, including being directed downward and being fully shielded in order to illuminate the sign face and avoid light spill into adjacent areas.




Use dark colors or opaque material as the background of interior illuminated signs to limit the amount of light transmitted.




Indirect backlighting of individual letters can create a soft glow while providing adequate illumination.




Use indirect and/or diffused lighting to prevent light sources from being visible from public rights of way or adjacent properties and to soften the light's appearance.

## MULTI-TENANT SIGNAGE




Consolidating signage into a unified system with consistent font types and colors can reduce sign clutter and helps to avoid overwhelming motorists with too many signs. Consider flexibility in design so tenants can be added or changed over time.




Develop signs with a high aesthetic quality and professional construction standards.




Signage carved into natural wood or high density foam core can help unify tenant signage.




Branding multi-tenant commercial areas can help reduce the number of individual businesses listed on each street sign. Simplify tenant names and use logos where possible to reduce the amount of copy on each sign.

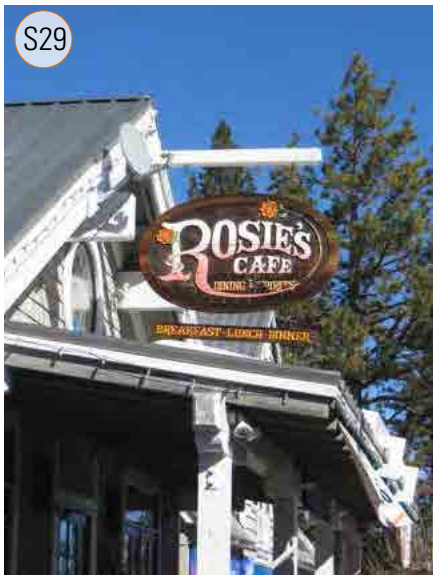



Design and locate signs to be compatible with their surroundings in terms of size, shape, color, texture and lighting. Do not visually compete with other signs.

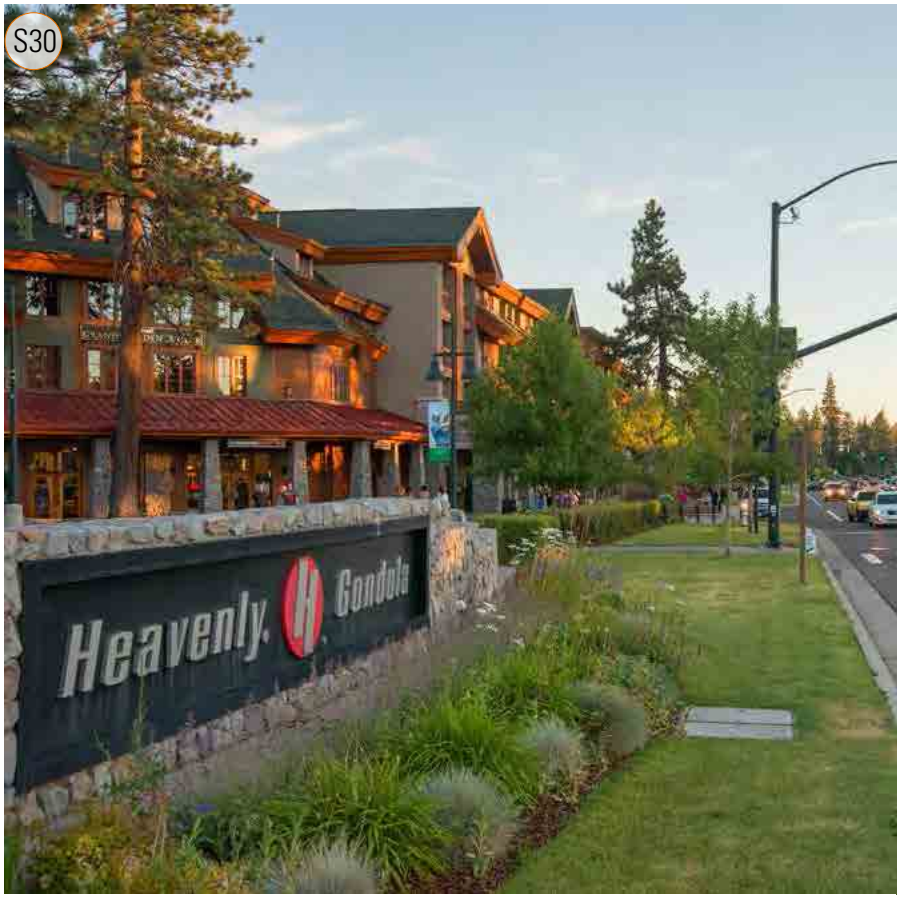
## INTEGRATING SIGNAGE AS PART OF BUILDINGS AND LANDSCAPE ELEMENTS




Signage presents an opportunity to convey unique and interesting aspects of a business through artful designs.




Incorporating signage as part of the building design can eliminate barriers for pedestrian movement and allow more space for other outdoor public spaces.




Integrating signs as part of the landscape feature can help reduce sign proliferation along the roadway. Incorporating plantings can soften the view of a sign from all sides.

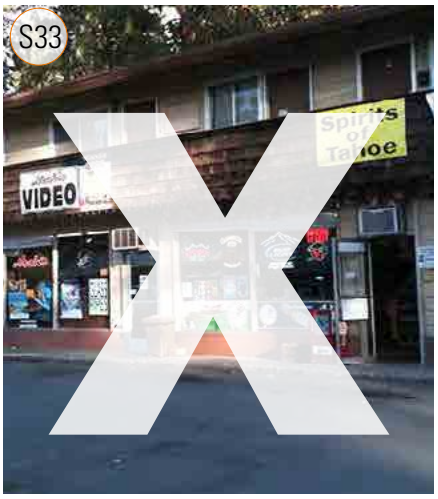



Window signage that does not exceed 25 percent of the window area can be an elegant way to communicate business information to pedestrians and create interest at the street level.

## GENERALLY INAPPROPRIATE SIGNS




Pole signage




Banner signage and signage attached to mansard roof



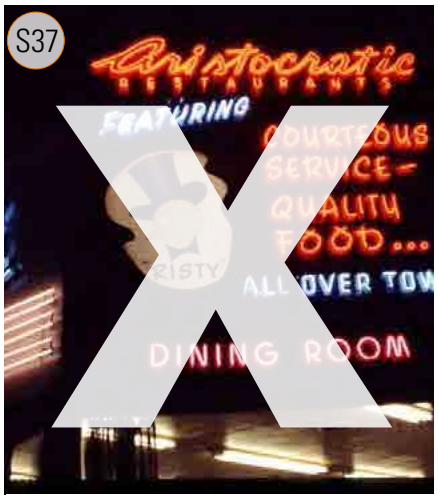

Amount of sign copy and structural elements are not proportional




Signage attached to roof




Construction elements don't add to the overall aesthetics




Bright, neon signage




Signage that is dark, dated and has trendy typefaces




Inflatable sign displays




Flags and banner signs

# Appendix C
# DEVELOPMENT AND DESIGN STANDARDS

This section sets out the development standards, design standards and permissible uses for the land use districts in the Tourist Core Area Plan to achieve its desired urban form.

Applicability: All projects within the Tourist Core Area Plan shall meet the standards provided below and the Design Guidelines contained within Appendix E. In addition, all projects are required to meet the Citywide Development and Design Standards ~~as well~~ when applicable. Should a conflict occur between the Citywide standards and the Tourist Core Area Plan standards, the standards of this Area Plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.

## PERMISSIBLE USES

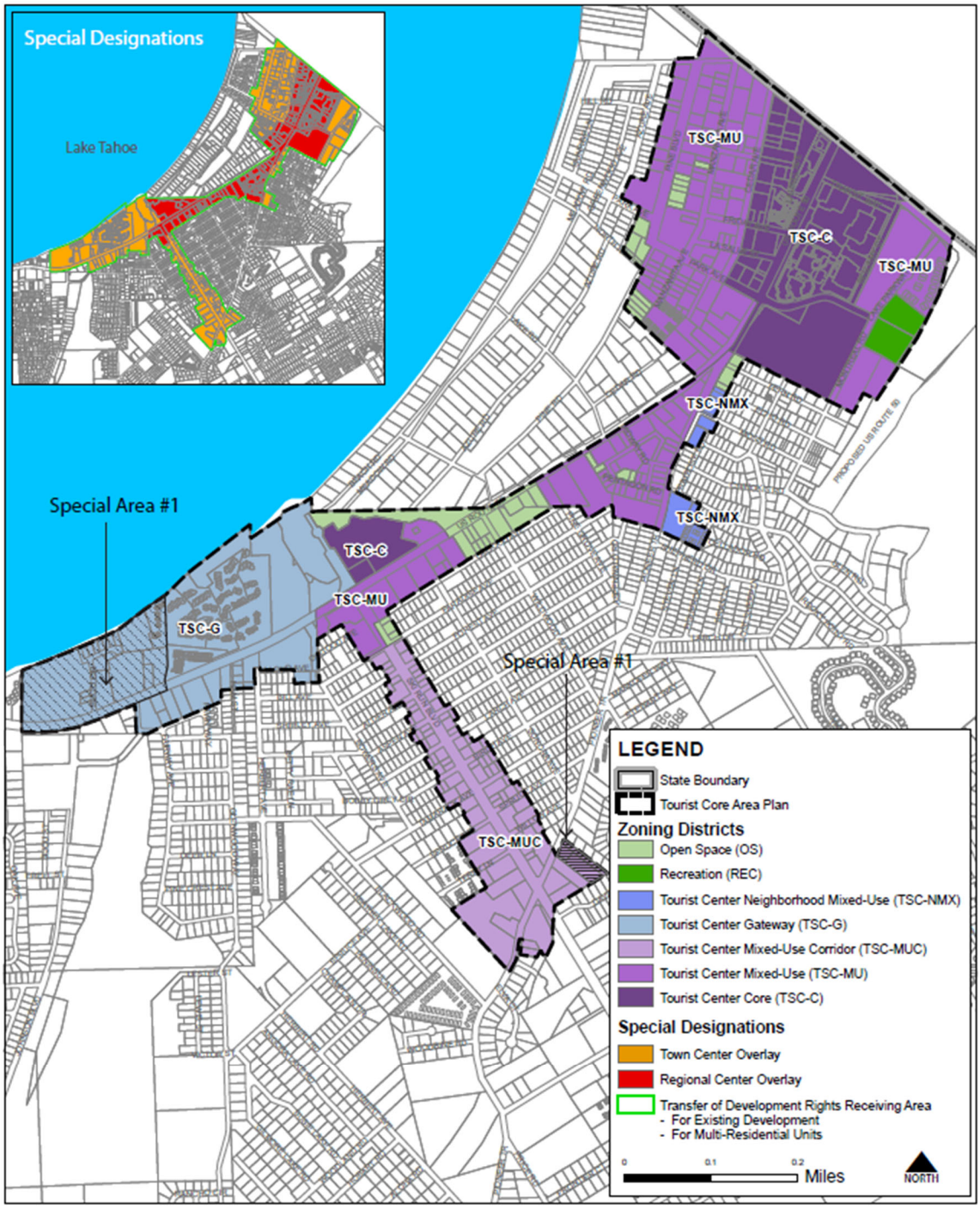
Table 1 lists the permitted primary land uses by district for the Tourist Core Area Plan, and land use definitions are provided in Table 2. The regulations for the district are established by letter designations listed below. The designations apply strictly to the permissibility of land uses; applications for buildings or structures may require discretionary review. Uses not listed in the Table are prohibited. Refer to Figure 5-1 for the Tourist Core Area Plan Zoning Map

**(A)** designates allowed uses subject to zoning compliance. An allowed use is one that can be established as the primary use of a building.

**(S)** designates uses that are permitted subject to approval of a Special Use Permit. A Special Use Permit requires discretionary approval by the City Planning Commission or Zoning Administrator following review and a determination that the nature of the proposed use, at the location proposed, is not detrimental to the public welfare or injurious to property or improvements in the neighborhood. To obtain a special use permit, the applicant must ~~generally~~ show that the contemplated use is compatible with the zoning ordinance and land use standards. Findings that such use would be essential or desirable to the public convenience or welfare, and will not impair the integrity and character of the zoned district or be detrimental to the public health, safety, morals, or welfare are required.

**(TRPA)** designates uses that require TRPA review and permitting.

**(-)** designates uses that are not permitted.




CITY OF SOUTH LAKE TAHOE

Figure 5-1
Zoning Map
April 2024

| ~~Table~~ TABLE 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Permitted Uses Key:<br>"A" – Allowed Use<br>"S" – Special Use<br>"T" – Temporary Use<br>"TRPA" – TRPA Review Required<br>"-" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC & TSC-MUC Special Area #1 | TSC-NMX | TSC-G | TSC-G Special Area #1 | REC | OS |
| **RESIDENTIAL** | | | | | | | | |
| Domestic Animal Raising | - | - | - | - | - | - | S | - |
| ~~Employee Housing~~ | ~~S~~ | ~~S~~ | ~~A~~ | ~~S~~ | ~~S~~ | ~~S~~ | ~~A~~ | ~~-~~ |
| Multiple Family Dwelling | A | A | A | A | A | A | A~~-~~14 | - |
| Multi-Person Dwelling | A~~S~~ | A~~S~~ | A~~S~~ | A~~S~~ | A~~S~~ | A~~S~~ | A~~-~~14 | - |
| Single Family Dwelling (includes condominiums)15 | A8 | A | A | A | A | A | S1 | - |
| Nursing and Personal Care | A | A | A | A | A | A | - | - |
| Residential Care | A | A | A | A | A | A | - | - |
| **TOURIST ACCOMMODATION** | | | | | | | | |
| Bed & Breakfast Facilities | - | A | A9 | S | A | A | - | - |
| Hotel, Motel, Other Transient Dwelling Units | A | A | A9 | S | A | A | - | - |
| Time Sharing | A | A | A9 | S | S | A | - | - |
| **RETAIL COMMERCIAL** | | | | | | | | |
| General Retail and Personal Services | A | A | A9 | S | A | A | - | - |
| Building Material & Hardware | S6 | - | - | - | - | S | - | - |
| Nursery | - | - | A9 | - | - | S | - | - |
| Outdoor Retail Sales | A | - | S9 | - | - | S | - | - |
| Eating & Drinking Places | A | A~~S~~ | A9 | A~~S~~ | A | A | - | - |
| Service Stations[11] | S | S | - | - | S | S | - | - |
| **ENTERTAINMENT COMMERCIAL** | | | | | | | | |
| Amusement & Recreation and Assembly & Entertainment Facilities | A13~~S~~ | A13~~S~~ | A9,13~~-~~ | ~~-~~ | A13~~-~~ | A13 | - | - |
| ~~Privately Owned Assembly and Entertainment~~ | ~~S~~ | ~~S~~ | ~~-~~ | ~~-~~ | ~~-~~ | ~~S~~ | ~~S~~ | ~~-~~ |
| Outdoor Amusements | - | S | S | - | S | S | S | - |
| **SERVICE COMMERCIAL** | | | | | | | | |
| Animal Husbandry Services | - | - | - | - | - | A | - | - |
| Business Support Services | A7 | S | S9 | - | S | A | - | - |
| Health Care Services | A2,~~5~~ | - | A9 | - | A | A | - | - |
| Professional Offices | A~~3,4~~ | A | A9 | A | A | A | - | - |
| Schools – Business & Vocational | S | - | S9 | - | S | A | - | - |
| **LIGHT INDUSTRIAL COMMERCIAL** | | | | | | | | |
| Small Scale Manufacturing | S | S | S9 | S | - | S12 | - | - |
| Industrial Services[11] | - | - | - | - | - | S12 | - | - |
| **WHOLESALE/STORAGE COMMERCIAL** | | | | | | | | |
| Vehicle Storage & Parking[11] | S | S | S9 | S | S | S | - | - |
| Wholesale and Distribution | - | - | - | - | - | S12 | - | - |

| ~~Table~~ TABLE 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Permitted Uses Key:<br>"A" – Allowed Use<br>"S" – Special Use<br>"T" – Temporary Use<br>"TRPA" – TRPA Review Required<br>"-" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC & TSC-MUC Special Area #1 | TSC-NMX | TSC-G | TSC-G Special Area #1 | REC | OS |
| **GENERAL PUBLIC SERVICE** | | | | | | | | |
| Religious Assembly | - | S | S9 | - | S | A | - | - |
| Cultural Facilities | S | S | S9 | - | S | A | - | - |
| Daycare Centers/Preschool | A | A | A~~10~~9 | A | A | A | - | - |
| Government Offices | - | - | A9 | - | - | S | - | - |
| Local Public Assembly Facilities ~~& Entertainment~~ | A13~~S~~ | A13~~S~~ | A9, 13~~-~~ | - | A13~~-~~ | A13~~S~~ | - | - |
| Local Public Health and Safety Facilities[11] | A | A | A | A | A | A | A | A |
| ~~Public Owned Assembly & Entertainment~~ | ~~S~~ | ~~S~~ | ~~-~~ | ~~-~~ | ~~-~~ | ~~-~~ | ~~S~~ | ~~-~~ |
| Public Utility Centers[11] | - | S | - | - | - | - | - | - |
| Social Service Organizations | - | - | A9 | - | A | A | - | - |
| **LINEAR PUBLIC FACILITIES** | | | | | | | | |
| Pipelines & Power Transmission | S | S | S | S | S | S | S | S |
| Transit Stations & Terminals | S | S | S | S | S | S | S | S |
| Transportation Routes | S | S | S | S | S | S | S | S |
| Transmission & Receiving Facilities | S | S | S | S | S | S | S | S |
| **RECREATION** | | | | | | | | |
| Cross Country Ski Courses | - | - | - | - | - | - | S | - |
| Day Use Areas | A | A | A | A | A | A | A | A |
| Group Facilities | - | - | - | - | - | - | S | - |
| Outdoor Recreation Concessions | - | - | - | - | S | S | - | - |
| Participant Sport Facilities | S | - | - | - | - | - | - | - |
| Riding and Hiking Trails | - | - | - | - | - | S | S | - |
| Rural Sports | - | - | - | - | - | S | S | - |
| Snowmobile Courses | - | - | - | - | - | S | S | - |
| Visitor Information Centers | S | S | - | - | S | - | - | - |
| **RESOURCE MANAGEMENT** | | | | | | | | |
| Forest and Timber Resource Management | A | A | A | A | A | A | A | A |
| Vegetation Resource Management | A | A | A | A | A | A | A | A |
| Water Quality Improvements and Watershed Management | A | A | A | A | A | A | A | A |
| Wildlife and Fisheries Resource Management | A | A | A | A | A | A | A | A |
| Range Management | A | A | A | A | A | A | A | - |
| **OPEN SPACE** | | | | | | | | |

| ~~Table~~ TABLE 1: PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Permitted Uses Key:<br>"A" – Allowed Use<br>"S" – Special Use<br>"T" – Temporary Use<br>"TRPA" – TRPA Review Required<br>"-" – Use Not Permitted | TSC-C | TSC-MU | TSC-MUC & TSC-MUC Special Area #1 | TSC-NMX | TSC-G | TSC-G Special Area #1 | REC | OS |
| Allowed in all areas of the Region | A | A | A | A | A | A | A | A |
| **SHOREZONE** | | | | | | | | |
| (Tolerance Districts 1 and 4) | | | | | | | | |
| Water Oriented Outdoor Recreation Concession | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Beach Recreation | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Water-~~B~~borne Transit | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Boat Launching Facilities | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Tour Boat Operations | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Safety and Navigation Devices | - | - | - | - | TRPA-A | TRPA-A | - | - |
| (Shorezone Tolerance District 4) | | | | | | | | |
| Marinas | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Buoys | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Piers | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Fences | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Boat Ramps | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Floating Docks and Platforms | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Shoreline Protective Devices | - | - | - | - | TRPA-A | TRPA-A | - | - |
| Water Intake Lines | - | - | - | - | TRPA-A | TRPA-A | - | - |

Note: In the Regional Center all residential projects equal to or exceeding 100,000 square feet of new floor area or non-residential projects equal to or exceeding 80,000 square feet of new floor area require TRPA review and approval. In the Town Center all residential projects equal to or exceeding 50,000 square feet of new floor area or non-residential projects equal to or exceeding 40,000 square feet of new floor area require TRPA review and approval.

1. Caretaker Residence Only.
2. All Health Care Services are allowed except emergency outpatient or urgent care facilities and shall not front Lake Tahoe Boulevard. ~~which shall only be considered along Heavenly Village Way, formerly Park Avenue.~~
3. ~~Allow Realty Offices within the district and limit financial services to ATMs.~~

~~4. Allow consideration for placement of Realty Offices within the district, and only when operated in conjunction with approved Park Avenue Redevelopment fractional ownership tourist accommodation projects. Such use shall occupy no more than five percent (5%) of the commercial floor area with any project area within the district.~~

~~5. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of US Highway 50 and/or the intersections of Heavenly Village Way (formerly Park Avenue) and Stateline Avenue are limited to second floor or higher. See TRPA Ordinance 2009-05 Exhibit 2 for specific limitation locations.~~

6. Outdoor storage and display is prohibited.
7. Shall not front on US Highway 50.
8. Condominiums only.
9. Use not permitted in TSC-MUC Special Area #1, which comprises of APNs 028-081-02, 028-081-04 & 028-081-15. Daycare center allowed as an accessory use.

~~10. Daycare center allowed as an accessory use.~~

11. 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.
12. Use only allowed in connection with a retail commercial use where it will enhance the visitor experience and is limited in size to 30% of the associated retail space.
13. Facilities with the capacity for 200 or more persons require a special use permit.
14. 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

~~13.~~ 1

15. When Measure T was passed in 2018, the Tourist Core Area Plan became one of the limited areas in South Lake Tahoe where vacation home rentals were are allowed. This exception, however, only applies to single-family residential properties within the Area Plan as of 2017. Any areas added to the plan area, through subsequent amendments, are not eligible for vacation home rental permits.

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| **RESIDENTIAL** | |
| Domestic Animal Raising | 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. |
| ~~Employee Housing~~ | ~~Residential units owned and maintained by public or private entities for purposes of housing employees of said public or private entity.~~ |
| 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~~multiple- family dwelling units owned and maintained by public or private entities for purposes of housing employees of said entity. ~~Vacation rentals are included, up to but not exceeding a four-plex, provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code of Ordinances. One detached secondary residence is included.~~ |
| 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 dwelling units owned and maintained by public or private entities for purposes of housing employees of said public or private entity. |
| Single Family Dwelling (includes condominiums) | 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. Vacation rentals are included provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code of Ordinances. A caretaker residence is included in this definition. 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. |
| 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. |
| 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 selfcare, 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. |
| **TOURIST ACCOMMODATION** | |
| Bed & 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,"~~"~~ |

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | which are defined separately; nor rooming and boarding houses (see ~~"~~"Multiple-Family Dwellings~~"~~"). |
| Hotel, Motel, 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. |
| **RETAIL COMMERCIAL** | |
| General Retail and Personal Services | 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; ~~saunas and hot tubs~~ day spas that offers 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. |
| Building Material & 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.~~"~~" |
| 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, 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. |

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Eating & Drinking Places | 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. |
| 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 COMMERCIAL** | |
| Amusement & Recreation and Assembly & Entertainment Facilities | Amusement and recreation uses are ~~E~~establishments providing amusement or 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; gymnasiums; ~~health and athletic clubs;~~ ice skating and roller skating facilities; indoor sauna~~, spa,~~ or hot tub facilities; motion picture theaters; reducing salons; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities. Assembly and Entertainment facilities are establishments such as: auditoriums; exhibition and convention halls; theaters, meeting halls and facilities for “live” theatrical presentations or concerts by bands and orchestras; amphitheaters; meeting halls for rent; and similar entertainment and assembly uses. |
| ~~Privately Owned Assembly and Entertainment~~ | ~~Commercially operated facilities for public assembly and group entertainment with a capacity of greater than 300 people, such as: auditoriums; exhibition and convention halls; theaters, meeting halls and facilities for ""live"" theatrical presentations or concerts by bands and orchestras; amphitheaters; meeting halls for rent; and similar public assembly uses.~~ |
| Outdoor Amusements | Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto race tracks; and miniature golf courses. Outside storage or display is included as part of the use. |
| **SERVICE COMMERCIAL** | |
| Animal Husbandry 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”). |
| 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 |

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | cleaning, exterminators, janitorial services, and business equipment repair services. |
| 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. |
| 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; financial services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; broadcasting studios; employment services; off premise concessions (OPC); reporting services; computer services; management, public relations, and consulting services; organizational offices; 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. |
| Schools – Business & Vocational | Business and vocational schools offering specialized trade and commercial courses. |
| 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 principle 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 COMMERCIAL** | |
| Industrial Services | Service establishments providing other businesses with services, including maintenance, repair, service, testing, publishing, and rental. This includes establishments such as: welding repair, armature rewinding, and heavy equipment repair, ~~vehicle repair,~~ (except vehicle repair; see "Auto Repair and Service"); research and development laboratories, including testing facilities; soils and materials testing laboratories; equipment rental businesses that are entirely within buildings (for equipment rental yards, see "Sales Lots"), including leasing tools, machinery and other business items except vehicles; and other business services of a "heavy service" nature. Outside storage or display is included as part of the use. |
| Small Scale Manufacturing | Establishments primary engaging in retail sales and secondarily as a fine art or craftsman demonstration workshop of light industrial nature such as sculptor, potter, weaver, carver, jeweler, or other similar art that requires artistic skill. Outside storage or display would require approval of a Special use Permit. |
| **WHOLESALE/STORAGE COMMERCIAL** | |

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Vehicle Storage & Parking | 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"). |
| **GENERAL PUBLIC SERVICE** | |
| Religious Assembly | Religious organization assembly or institutional facility operated for worship or promotion of religious activities, including churches and incidental religious education. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (such as a recreational camp) are not considered a religious assembly and are classified according to their respective activities. |
| 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. |
| Daycare Centers/Preschool | Establishments used for the care of seven or more children residing elsewhere. |
| Government Offices | Buildings containing offices for public agencies, including administrative offices, and meeting rooms that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards. |
| Local Public Assembly Facilities ~~& Entertainment~~ | Facilities for public assembly ~~and entertainment~~ for the local community, ~~not to exceed a capacity of 300 people,~~ such as community centers, meeting halls, and multi-purpose centers. |
| Post Office | Establishments providing 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. |
| ~~Public Owned Assembly & Entertainment~~ | ~~Facilities owned and operated by a public or nonprofit entity for public assembly and group entertainment with a capacity of greater than 300 people, such as: public auditoriums; exhibition and convention halls; civic theaters, meeting halls and facilities for live theatrical presentations or concerts by bands, choirs, and orchestras; meeting halls for rent; community centers; and similar public assembly uses.~~ |
| 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 |

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | office or service centers (see "Professional Offices or Government Offices"). |
| Social Service Organizations | 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. |
| **LINEAR PUBLIC FACILITIES** | |
| Pipelines & 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 & 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. |
| Transportation Routes | Public right-of-ways that are improved to permit vehicular, pedestrian, and bicycle travel. |
| Transmission & 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. |
| **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*, of the TRPA Code of Ordinances. |

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| 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, and playgrounds. |
| Developed Campgrounds | Land or premises designed to be used, let, or rented for temporary occupancy by campers traveling by motorized vehicle or recreational vehicles, and that contain such facilities as campsites with parking area, barbecue grills, tables, restrooms, and at least some utilities. |
| 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 primarily 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, which are regulated and defined in Chapter 81. Outside storage or display is included as part of the use. The use does not include condominiums, hotels, restaurants, and other such uses with accessory water-oriented, multiple-use facilities. |
| 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. |
| Participant Sport 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. |
| Riding and Hiking Trails | Planned paths for pedestrian, bike, and equestrian traffic, including trail heads. |
| Rural Sports | Establishments that provide for special outdoor recreation group activities, such as: outdoor archery, pistol, rifle, and skeet clubs and facilities; hunting and fishing clubs; and equestrian facilities, stables, and exhibition facilities. The use does not include indoor shooting facilities (see "Amusements and Recreational Services"). |
| Snowmobile Courses | Mapped areas, pathways, and trails utilized in, and approved for, commercial snowmobile operations. |

| ~~Table~~ TABLE 2: LIST OF PRIMARY USES AND USE DEFINITIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Visitor Information Centers | Nonprofit establishments providing visitor information and orientation. |
| **RESOURCE MANAGEMENT** | |
| Forest and Timber Resource Management | Activities associated with the protection, restoration, and management of timber such as reforestation, regeneration harvest, sanitation salvage cut, selection cut, special cut, thinning and timber stand improvement. |
| Vegetation Resource Management | Activities associated with the protection, restoration, and management of vegetation including fire detection and suppression, fuels treatment and management, insect and disease suppression, prescribed fire and burn management. |
| Water Quality Improvements and Watershed Management | Activities associated with the protection, restoration, and management of watersheds including erosion control, runoff control and stream environment zone restoration. |
| Wildlife and Fisheries Resource Management | Activities associated with the protection, restoration, and management of wildlife and fisheries resources. |
| Range Management | Activities associated with range management including range pasture management, range improvement and grazing. |
| **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 area |
| **SHOREZONE** | Refer to TRPA Code Chapter 90 – Definitions. |

## COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The maximum community noise equivalent level for this Area Plan is as follows:

**TABLE 3: COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)**

| DISTRICT | TSC-C & TSC-MU SPECIAL AREA #1 | TSC-MU | TSC-MUC | TSC-G & TSC-G SPECIAL AREA #1 | TSC-NMX | REC | OS | US 50 |
|---|---|---|---|---|---|---|---|---|
| CNEL | 60 | 60 | 60[1] | 60[2] (55 within the shorezone) | ~~65~~55 | 55 | 55 | 65[3] |

1. Maximum CNEL for Special Area #1, which comprises of APNs 028-081-02, 028-081-04 & 028-081-15 is 55.
~~2. Maximum CNEL for TSC-G Special Area #1 is identical to the TSC-G Zoning District.~~
~~2.~~3. This ~~recommended~~ threshold overrides the land use CNEL thresholds and is limited to an area within 300 feet from the edge of the road.

## DEVELOPMENT STANDARDS

The development standards for the Tourist Core are intended to provide physical development requirements to implement the South Shore Tourism Core Area Plan's vision, goals, and policies; implement the goals and policies of the recently adopted General Plan and the Regional Plan ~~Update~~, and enable the South Shore Tourism Core Area Plan to be found as a conforming Area Plan by the TRPA Governing Board. The standards were developed based on a review of the TRPA Regional Plan ~~Update~~ policies, the TRPA Area Plans Framework, the General Plan, the Stateline/Ski Run Community Plan, the City of South Lake Tahoe Code and Design ~~Manual~~Guidelines, Redevelopment Demonstration Plan, and the South Shore Vision Plan.

Form-based coding techniques are used for development standards. The standards of each district list density and lot coverage limits, lot dimensional requirements, building location standards, height requirements, parking and access provisions, and minimum open space and landscaping requirements. Furthermore, supplemental standards address building orientation and design, pedestrian access, and bicycle parking. ~~Buildings are required to be oriented toward and include a public entrance on a public street. Building design standards are intended to avoid bulky and "box-like" buildings and encourage appropriate architectural features.~~

Tables 4 through 9 prescribe the development standards for the Tourist ~~Center Districts~~Core Area Plan. Individual letters in parentheses refer to additional regulations that directly follow the table. The numbers in each illustration below refer to corresponding regulations in the "#" column in the associated table.

### LOT AND DENSITY

~~Maximum allowed densities are consistent with the limits set in the Regional Plan Update. The Regional Plan Update allows maximum densities of 25 units per acre for multi-family residential development and 40 units per acre for tourist accommodation with the adoption of an Area Plan. Existing lot size and dimension requirements are proposed to be carried forward. Lot coverage standards reflect the allowances established in the Regional Plan Update, 50 percent within 300 feet of the High Water Mark of Lake Tahoe, 70 percent beyond 300 feet.~~

| TABLE 4: LOT AND DENSITY STANDARDS | | | | | | | |
|---|---|---|---|---|---|---|---|
| DISTRICT | TSC-C | TSC-MU | TSC-MUC & TSC-MUC SPECIAL AREA #1 | TSC-G & TSC-G SPECIAL AREA #1 | TSC-NMX | REC |
| ~~Maximum Density: Employee Housing Family (dwelling units/ acre)~~ | ~~15~~ | ~~15~~ | ~~15~~ | ~~15~~ | ~~15~~ | ~~15~~ |
| ~~Maximum Density:~~ Multi-Person Dwelling (persons/ acre) | ~~25~~65 | ~~25~~65 | ~~25~~65 | ~~25~~65 | ~~25~~ 65 | ~~n/a~~65 |
| ~~Maximum Density:~~ Multiple-Family (dwelling units/ acre) | 12 to 65 ~~25~~ | 12 to 65 ~~25~~ | 12 to 65 ~~25~~ | 12 to 65 ~~25~~ | 12 to 65 ~~25~~ | ~~n/a~~12 to 25 |
| ~~Maximum Density:~~ Single Family Dwelling (dwelling units/acre) | See multiple-family dwelling density for condominiums~~1 unit per parcel for parcels less than one acre 2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized Accessory Dwelling Unit.~~ | 1 unit per parcel for parcels less than one acre<br>2 units per parcel for parcels greater than or equal to one acre, provided one unit is an authorized Accessory Dwelling Unit. | | | | |
| Nursing and Personal Care (person/acre) | 65 | 65 | 65 | 65 | 65 | n/a |
| Residential Care (person/acre) | 65 | 65 | 65 | 65 | 65 | n/a |
| Maximum Density: Tourist Accommodation (dwelling units/ acre) | 40 | 40 | 40 | 40 | 40 | n/a |
| **Lot Size** | | | | | | |

| TABLE 4: LOT AND DENSITY STANDARDS | | | | | | |
|---|---|---|---|---|---|---|
| **DISTRICT** | **TSC-C** | **TSC-MU** | **TSC-MUC & TSC-MUC SPECIAL AREA #1** | **TSC-G & TSC-G SPECIAL AREA #1** | **TSC-NMX** | **REC** |
| Minimum Lot Size, Depth, Width | Subject to City Code Section 6.55.180 for commercial/public uses and Chapter 6.85 for residential uses. | | | | | |
| ~~Minimum Lot Size (sq ft)~~ | ~~10,000 (A)~~ | ~~10,000 (A)~~ | ~~10,000 (A)~~ | ~~10,000 (A)~~ | ~~6,000 (A)~~ | ~~10,000 (A)~~ |
| ~~Minimum Lot Width (sq ft)~~ | ~~80 (A)~~ | ~~80 (A)~~ | ~~80 (A)~~ | ~~80 (A)~~ | ~~60 (A)~~ | ~~80 (A)~~ |
| ~~Minimum Lot Depth (sq ft)~~ | ~~100 (A)~~ | ~~100 (A)~~ | ~~100 (A)~~ | ~~100 (A)~~ | ~~100 (A)~~ | ~~100 (A)~~ |
| **Coverage** | | | | | | |
| Maximum Land Coverage-Base + Transferred (% of project area located within land capability districts 4-7) | ~~Within 300 feet of the High Water Mark of Lake Tahoe, maximum coverage shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Further than 300 feet from the High Water Line of Lake Tahoe, maximum land coverage shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Also s~~See Section 30.4 of the TRPA Code of Ordinances | | | | | |

~~A. **Reduced Minimum Lot Size and Dimensions.** Smaller lots may be approved as part of a condominium, or other airspace subdivision pursuant to City Code 6.55.190.~~

~~**Mixed-Use** Density.~~

~~The maximum density for mixed-use projects includes up to 40 Tourist Units per acre and up to 25 residential units per acre. If a project includes non-conforming tourist or residential density, any new tourist or residential density must take into account the overage in overall density and reduce the allowable density for new construction so that the total density does not exceed 65 units per acre.~~

~~In the case of a mixed-use project that includes a commercial use or other use that is not subject to a density calculation, combined with residential and/or tourist uses, the project may include the total allowable commercial square footage, and the maximum allowable tourist and residential units per acre, using the full parcel area as the denominator in the density calculation.~~

~~The maximum mixed-use density for TSC-G Special Area 1 is 40 units per acre. Otherwise, the lot and density standards for TSC-G Special Area 1 are identical to those in the TSC-G zoning district.~~

~~A.~~ **Accessory Dwelling Unit~~'s~~s**. Construction of accessory dwelling units on parcels developed with residential uses are subject to City Code Section 6.85.050. In accordance with TRPA Code of Ordinances Section 31.4.7, accessory dwelling units shall not be considered in the calculation of density.

~~B.~~ **No Minimum Density for Qualifying Mixed-Use Projects.** Mixed-use developments may be exempt from the minimum density standards when the following are met.

1. ***Vertical Mixed-Use.*** The first floor shall be dedicated to non residential uses.

2. ***Horizontal Mixed-Use.*** At least 25 percent of the gross floor area shall be dedicated to non-residential uses.

~~C.~~ **Mixed-Use Density.** The maximum density for a mixed-use project shall be the maximum density as shown in Table 4 for the given uses.

~~B.~~D. **No Net Loss of Residential Units.** When a parcel containing a residential use is redeveloped to a lower density or to a 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 prohibiting use as a Vacation Home rental as defined in City Code Section 3.50.370.

~~C.~~E. **Density for Deed Restricted Developments.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 13.5.3.I.

~~D.~~

## BUILDING PLACEMENT AND ORIENTATION

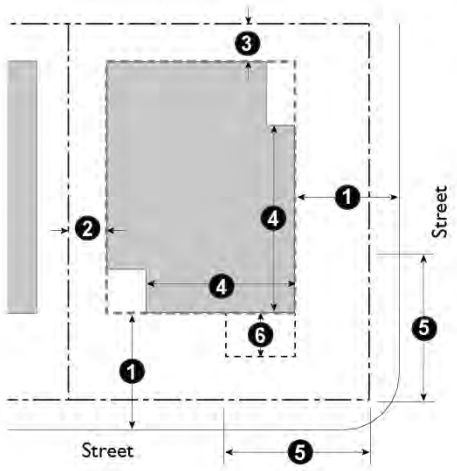
Minimum building setbacks and street frontage improvements are established to complement a walkable, ~~tourist center district~~Tourist Center District. ~~Along Highway 50/Lake Tahoe Boulevard, buildings are required to be setback 30 feet from the back of the curb. The setback area is to consist of a 10 foot sidewalk/use area in which a minimum of six feet clear must be reserved for pedestrian movement and the other area must be improved as part of a wider sidewalk or provide outdoor dining/seating area or landscaping.~~

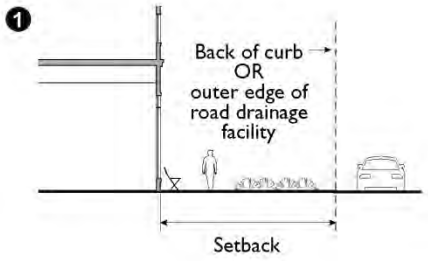
~~Along all other street frontages, with exceptions as noted in the standards, buildings are required to be setback 20 feet from the back of the curb or the outer edge of road or drainage improvements where no curb exists. This setback would include a five foot sidewalk, while the remaining area would be improved as part of a wider sidewalk or provide outdoor dining/seating area or landscaping.~~

Standards require buildings to be built at ~~this~~ setback line~~s~~ ~~for a certain percentage of the linear street frontage~~ in order to establish a consistent and engaging street frontage and improve the pedestrian experience. ~~Additional regulations require pedestrian-oriented street frontage improvements such as the provision of street trees and lighting. Awnings, overhangs, and other elements to provide a covered walkway, public plaza, or outdoor eating area are allowed to project into the setback area.~~ With approval by the Director of Development Services, any standard may be waived for public service uses where the strict application would interfere with use of specialized equipment or operations or create an unsafe environment.

All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Lake Tahoe Boulevard~~/Hwy 50~~.

## TABLE 5: BUILDING PLACEMENT STANDARDS




KEY
Property Line
Setback Line

*Note:* All properties are subject to snow easement requirements contained in Section 4 of the *City of South Lake Tahoe Public Improvement and Engineering Standards.*

| DISTRICT | TSC-C | TSC-MU | TSC-MUC & TSC-MUC SPECIAL AREA #1 | TSC-G & TSC-G SPECIAL AREA #1 | TSC-NMX | REC | # |
|---|---|---|---|---|---|---|---|
| **Minimum Setbacks (ft)** | | | | | | | |
| Street Frontage, ~~Hwy~~ US Highway 50/Lake Tahoe Blvd (measured from back of curb) | 30 ft., must include a 10 ft. sidewalk/use area with a minimum 6 ft. wide clear sidewalk for pedestrian movement and the balance of the area improved as part of wider sidewalk, outdoor dining/seating area, or landscaping; (A) | | | | | n/a | ❶ |
| Street Frontage, Ski Run Boulevard north of ~~Hwy~~ US Highway 50/Lake Tahoe Blvd (measured from back of curb) | 75 ft. (A) | n/a | | 75 ft. (A) | n/a | | ❶ |
| Street Frontage, Montreal Road and Lake Parkway (measured from back of curb) | n/a | 50 ft. | n/a | n/a | n/a | 50 ft. | ❶ |
| Street Frontage, all other streets (measured from back of curb or outer edge of road or drainage improvements if no curb) | 20 ft.; must include a ~~five~~six-foot sidewalk. The balance of the area is required to be improved as part of wider sidewalk, outdoor dining/seating area, or landscaping; (A) | | | | | n/a | ❶ |
| Interior Side (ft.) | Nonresidential Uses: 0; 10 adjacent to residential district<br>Residential Uses: 10 | | | | ~~10~~5 | | ❷ |
| Rear (ft.) | Nonresidential Uses: 0; 10 adjacent to residential district<br>Residential Uses: 10 | | | | 10 | | ❸ |
| Build-to-Line: Minimum Building Frontage at Street Setback Line | 75 east of intersection with | 50 (B) | 50 (B) | 50 (B) | 50 (B) | n/a | ❹ |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| (% of linear street frontage) (commercial only) | Pioneer Trail (~~CB~~) | | | | | | |
| Corner Build Area (ft.) | 50 (C) | 50 (C) | 50 (C) | 50 (C) | n/a | | ❺ |
| Maximum Projection into Setback | Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 10 ft. into the required setback. | | | | | n/a | ❻ |
| Shorezone Setback | 100 ft. from the high waterline or in accordance with TRPA Shorezone Ordinances, whichever is more restrictive | | | | | | |

~~A.~~ **Street Frontage Improvements.** The improvement of the public right-of-way is necessary for the safety and convenience of residents and visitors, improving the quality of the community and unifying the appearance of the community with the establishment of a consistent set of improvement standards. ~~New development shall provide street frontage improvements in accordance with the following or in accordance with the improvements outlined in this Area Plan that contains specific streetscape standards:~~

1. ***Street Trees.*** A minimum of two trees and four shrubs shall be planted for every 50 linear feet of street frontage.

2. ***Lighting.*** ~~Pedestrian~~ Pedestrian-scaled lighting consistent with City pedestrian lighting standards. Lighting standards that include attachments from which banners identifying the area or announcing community events may be hung are encouraged.

3. ***Sidewalks.*** Unless noted in Table 5, sidewalk widths shall be consistent with City Code Section 6.10.180 and the City of South Lake Tahoe Public Improvement and Engineering Standards (PIES).

   ~~2.~~1. The requirements to construct a sidewalk may be waived by the Director of Public Works if it is found that the construction of sidewalks could impede drainage or that the location has been identified for City initiated street improvements.

~~B.~~ **Build-~~to~~ to-Line.** Buildings shall be constructed at the required setback for the percent of linear street frontage identified in Table 5. This requirement may be modified or waived by the Director of Development Services upon finding that:

1. The area between the built-to-line and the building are ~~E~~entry courtyards, plazas, entries, ~~or~~ outdoor eating areas or other public spaces; and ~~are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area; or~~

2. The building incorporates an alternative entrance design that creates a welcoming pedestrian entry feature facing the street~~.~~; or

   ~~2.~~3. Topographic features, lot configuration or other conditions make it impractical to require compliance with the build-to lines.

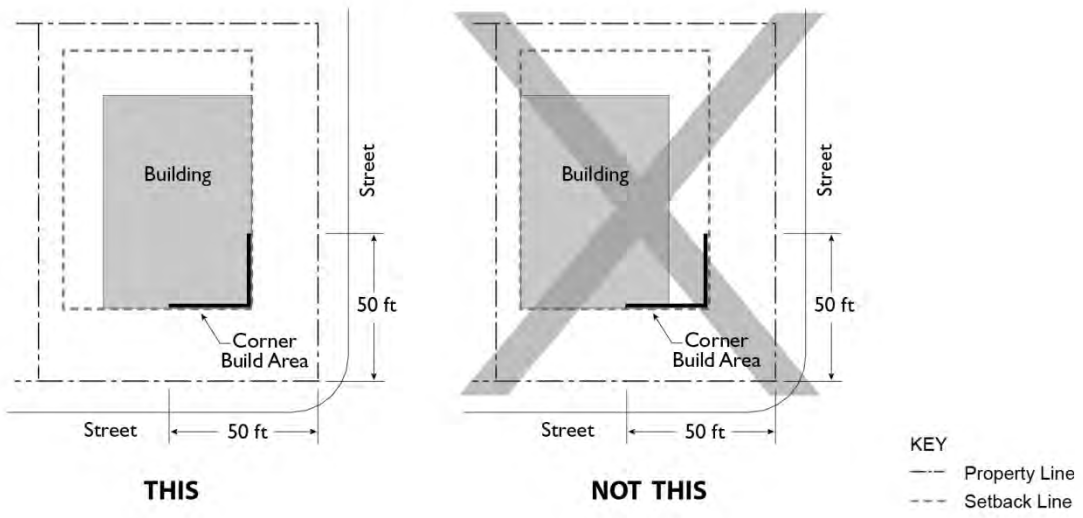
~~C.~~ **Corner Build Area.** Buildings must be located at the point of intersection of the two setback lines at street corners, and must occupy the street frontage at the setback line for at least 50 feet from the street corner property line (See Figure C-1). Public plazas may be at the street corner provided buildings are built to the edge of the public plaza. Where a parcel is bounded by more than two streets, this requirement only applies to the primary street frontage and one side street frontage. Corners in designated Scenic Corridors are exempt from this requirement. This requirement may be modified or waived by the Director of Development Services upon finding that:

1. Where buildings placed on a corner would negatively impact a designated scenic view, visual open space, visual access, or views of mountains ridgelines; or

2. Where buildings placed on a corner would negatively affect the sun angle plane to reduce icing on US Highway 50 and public sidewalks, or

3. Where buildings placed on a corner would encroach in a stream environment zone or require destruction or removal of significant natural features.

**FIGURE C-1: CORNER BUILD AREA**




~~C.~~D. **Building Orientation and Entrances.**

1. Primary building entrances for all buildings shall be located facing a public street.

   1. Where a commercial use is adjacent to a bike route, lane, or path, a business, or business complex shall integrate access from the route to the primary entrance.

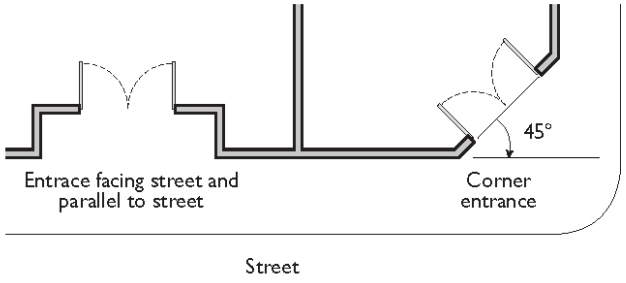
2. Building entrances shall be emphasized with special architectural and landscape treatments, shall provide covered overhead protection in the form of recessed arcades or protruding canopies, and shall ensure protection from unloading roof snow.

3. Entrances located at corners shall generally be located at a ~~45~~ 45-degree angle to the corner and shall have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements.

~~3.~~4. All building and dwelling units located in the interior of a site shall have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.

4.5. Entrances to residential units as part of mixed-use projects shall be physically separated from the entrance to the ~~permitted commercial~~ non residential uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

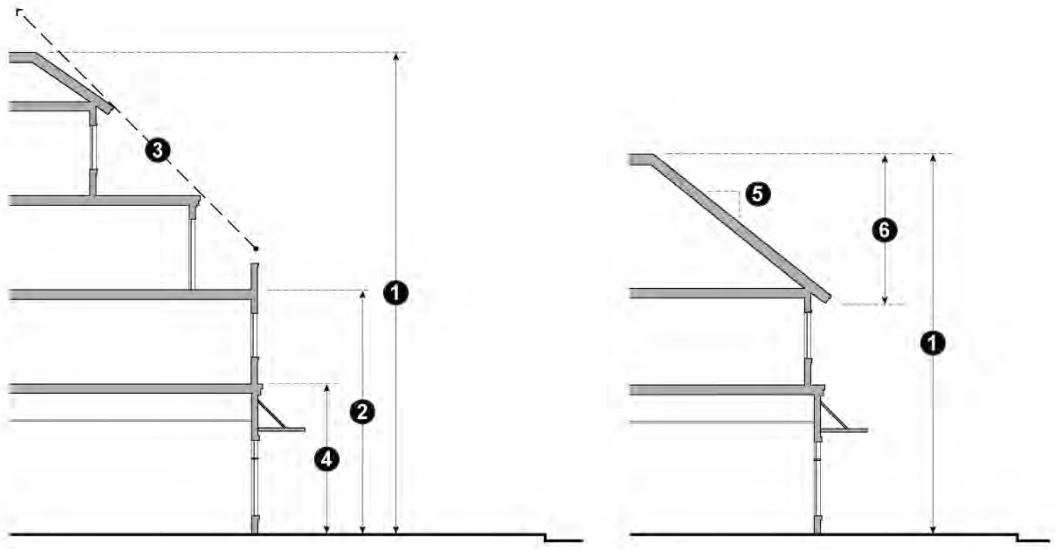
**FIGURE ~~C~~D-1~~2~~: BUILDING ORIENTATION AND ENTRANCES**



## HEIGHT

~~Maximum height limits proposed in the Regional Plan Update have been refined to reflect the nature of development in each sub-district. Buildings are required to step back within a daylight plane along street frontages and adjacent to residential areas to address massing, protect viewsheds, allow light and air, and limit winter shading in public areas.~~ Minimum heights are proposed for ground floors in order to establish a consistent building frontage along the street and to accommodate a wide range of uses. Buildings are required to step back within a daylight plane along street frontages and adjacent to residential areas to address massing, protect viewsheds, ~~allow~~provide light and air, and limit winter shading in public areas. Roofs are required to be sloped to support alpine character in design. ~~Limited areas of flat roofs are allowed as long as they are not visible from the public right-of-way.~~

**TABLE ~~7~~6: HEIGHT AND ROOF STANDARDS**




| DISTRICT | TSC-C | TSC-MU | TSC-MUC & TSC-MUC SPECIAL AREA #1 | TSC-G &[1] TSG-G SPECIAL AREA #1* | TSC-NMX | REC | # |
|---|---|---|---|---|---|---|---|
| Building Height Maximum (feet) | 95, with the exception of 75 at the northeast corner of Ski Run/US Highway 50 | ~~56~~ 65 | 56 | 42 | 36 | 36 | ❶ |
| ~~Building Height Maximum (stories)~~ | ~~6 (D)~~ | ~~4 (D)~~ | ~~4 (D)~~ | ~~3 (D)~~ | ~~3 (D)~~ | ~~3 (D)~~ | ~~❶~~ |
| Minimum Number of Stories at the Street Wall along Hwy 50/Lake Tahoe Blvd | 2 (Stateline Node Only) | n/a | | | | | ❷ |
| Building Stepbacks | | | | | | | |
| Street Facing | Structures shall not interrupt a line of a 1:1 slope extending upward from 30 feet above the | | | | n/a | | ❸ |

| | | | | | | |
|---|---|---|---|---|---|---|
| | existing grade of the ~~street~~ street-facing setback line | | | | | |
| Adjacent to Residential District | Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district (~~E~~D) | | | | n/a | ❸ |
| Ground Floor Minimum Height, Non-Residential Uses (ft) | 15 | 15 | 15 | n/a | n/a | ❹ |
| Roof Slope | ~~5~~3:12 to 12:12 (~~F~~E) | | | | | ❺ |
| ~~Roof Height~~ | ~~For buildings one to three stories, the height of the sloped roof must be a minimum 40% of the height of the building. (F)~~ | | | | | ~~❻~~ |
| ~~1.~~* The maximum height for TSC-G Special Area 1 is 56 feet~~, or 4 stories~~ for uses other than single-family dwellings. | | | | | | |

**A. Additional Height for Public Service Facilities.** Building height, as specified above, may be increased to the minimum necessary to accommodate facilities serving regional transportation and/or safety needs. Findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinance shall be made.

**B. 100% Deed Restricted Housing in Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 13.5.3.I.

~~D.~~ **C. Viewshed Protection.** To ensure compatibility with adjacent uses and viewshed protection, buildings must not project above the forest canopy, ridge lines, or otherwise detract from the viewshed and the review authority must make findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances in approving any project consisting of three or more stories (see Appendix B).

~~E.~~ **D. Transition Height.** To ensure compatibility with adjacent residential uses, buildings that are permitted additional height shall have additional buffering in addition to the required setback. Provisions may include, but are not limited to the following:

- Reduced height
- Increased side ~~yard~~ or rear yard setback
- Building orientation
- ~~Landscaping~~ Landscape buffering with oversized trees

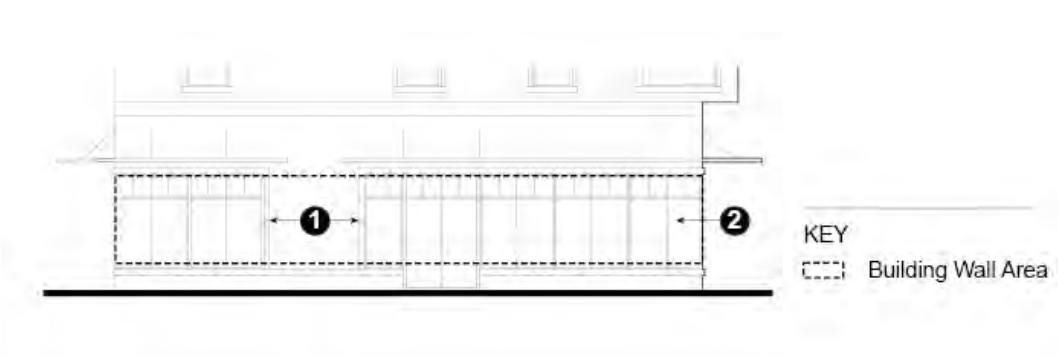
~~F.~~ **E. Roof Design.** Buildings shall have a definitive "top" that steps, slopes, or otherwise breaks the rectangular form of the building. Dormer windows and other roof appurtenances (chimneys, towers, or other special features) are encouraged within the ~~sloping~~ sloped roof area and may be erected to a height ten percent of the otherwise permissible maximum height, or a height of six feet, whichever is less. A portion of the roof area may be less than 3:12 ~~flat. Flat roof area is limited to 50 percent of the building footprint and shall not be the primary roof pitch and shall not be within the predominant view of~~as long as it is not visible~~.~~ from the public right-of-way or a TRPA scenic resource~~….~~. Covered parking and parking structures are exceptions and may be

permitted to have flat roofs, but must be concealed through architectural design or landscaping. Rooftop equipment shall be concealed from view and/or integrated within the building architecture.

## BUILDING FORM

Building form standards limit blank walls, require a minimum amount of building transparency (i.e. windows and doors providing views into work areas, display areas, sales areas, or similar active spaces) along street frontages, and require the modulation of building facades to create visual interest and engage pedestrians.

**TABLE ~~8~~7: BUILDING FORM STANDARDS**




| DISTRICT | TSC-C | TSC-MU | TSC-MUC & TSC-MUC SPECIAL AREA #1 | TSC-G & TSC-G SPECIAL AREA #1 | TSC-NMX | # |
|---|---|---|---|---|---|---|
| Maximum Length of Blank Wall | 25 (~~G~~A) | 25 (~~G~~A) | 25 (~~G~~A) | 25 (~~G~~A) | 25 (~~G~~A) | ❶ |
| Required Transparency (% of building wall area) | 75 (~~G~~A) | 60 (~~G~~A) | 75 (~~G~~A) | 60 (~~G~~A) | n/a | ❷ |
| Building Design and Articulation~~Modulation~~ | Any building over 50 feet wide shall not run in a continuous plane (~~H~~B) ~~shall be broken down simulate a series of buildings no wider than 50 feet each~~ | | | | n/a | |

~~G.~~ **A. Building Transparency and Blank Wall Limits; Required Openings for Non- Residential Uses.** Exterior walls facing and within 20 feet of a front or street side property line or pedestrian walkway shall include windows, doors, or other openings for at least the percentage stated in Table 8 of the building wall area located between 2.5 and seven feet above the level of the sidewalk or adjacent ground grade. No wall may run in a continuous horizontal plane for more than 25 feet without an opening or transparency on the ground floor of a building.

1. ***Design of Required Openings.*** Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.

2. ***Exceptions for Parking Garages.*** Multi-level garages are not required to meet the building transparency requirement of this subsection. Instead, they are subject to the building setback standards in Table 5, Building Placement Standards and the following standard:

    1. *Parking Garage Rooftop Planting.* Uncovered parking on the top level of a parking structure shall have rooftop planters with a minimum ~~dimension~~ depth of 24 inches along perimeter walls of the top floor that face public streets or other public areas.

3. ***Alternatives through Director Review.*** Alternatives to the building transparency requirement may be approved if the Development Services Director finds that:

    1. The proposed use has unique operational characteristics with which providing the required openings is incompatible, such as in the case of a cinema or theater; and

    2. Street-facing building walls will exhibit architectural relief and detail, and will be enhanced with landscaping in such a way as to create visual interest at the pedestrian level.

~~H.~~ **B. Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance and materials and colors that reinforce the Region's natural and mountain identity.

~~1.~~4. ***C. Building Modulation and Details.*** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance. There shall be a clear distinction between the base, middle, and top of the building, as illustrated in Appendix B, South Lake Tahoe Design Guidelines (2-26), Section 3.

1. The top of the building shall be accentuated by the use of roof forms, gables, projections, brackets, and overhangs.

~~1.~~2. Building façades shall be articulated and include active facades, with~~include~~ building projections or recesses, doorway and window trims, textured materials, differentiated piers and columns, awnings, and other details that provide architectural articulation and design interest.

~~2.~~3. Cornices, balconies, roof terraces, and other architectural elements should be used~~, as appropriate,~~ to terminate rooflines and accentuate setbacks between stories.

~~3.~~4. ~~All applied~~ Buildings shall have surface ornamentation or decorative detailing ~~shall be~~ that is consistent with the architectural style of the building.

~~4.~~5. Each side of the building, that is visible from a public right-of-way, shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian's range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.

~~5.~~6. Buildings greater than 50 feet wide shall be broken down vertically and horizontally, so that any plane visible from the public right-of-way does not

run continuously for more than 50 feet without incorporating at least 2 of the following design elements through separate features:

a. A minimum 2-foot change in plane for at least 15 feet.

b. Use of pilasters or columns at a minimum of 12-foot increments and/or at each change in height or wall plane. Pilasters shall protrude a minimum of 8 inches. Columns shall be accentuated with stone or wood.

c. A minimum 18-inch change in height for at least 15 feet.

~~a.~~d. Ground floor courtyards that are recessed at least 15 feet into the building footprint.

***D. Exterior Building Materials and Colors.*** Colors shall be used to help delineate windows and other architectural features to increase architectural interest, while maintaining compatibility with the surrounding natural environment.

7. A unified palette of quality materials shall be used on all sides of buildings.

~~6.~~8. Stucco and plaster shall be limited to 40 percent of each building façade. Stucco areas shall blend with the natural materials to provide interest and variety. Rough textured materials are preferred.

~~7.~~9. Colors shall be used to help delineate windows and other architectural features to increase architectural interest.

~~8.~~10. A variety of natural-appearing materials (e.g., wood siding, rock wainscoting, rough sawn timber, log timbers, natural stained lumber) shall ~~should~~ provide contrast on building facades.

~~9.~~11. Colors should be chosen to blend in with the setting and to minimize reflectivity. Bright colors should be used for accent only and should be applied to a maximum of 10 percent of the building façade.

12. Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earth tone colors that minimize reflectivity.

~~E.~~ ***E. Dumpster and Trash Enclosures Design Standards.*** In addition to requirements in SLCC Section 6.10.110.A.5, the materials and colors used for the enclosure shall match that of the primary structure.

## PARKING, LOADING, LANDSCAPING AND OPEN SPACE

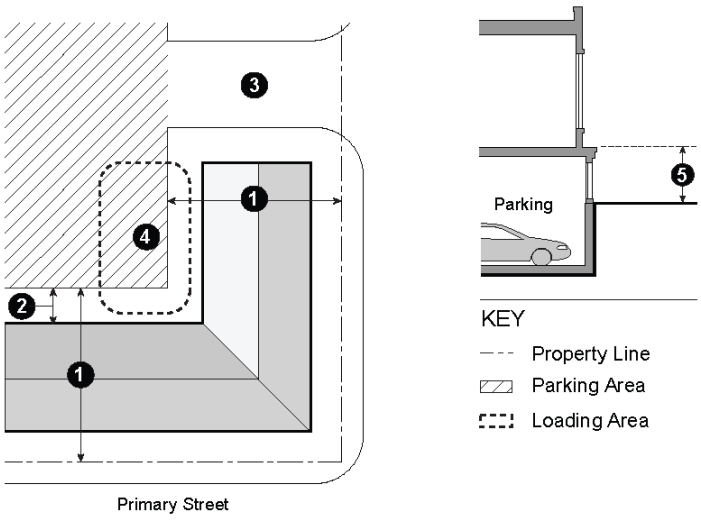
The proposed parking and loading location standards are intended to enhance walkability and reduce the visual dominance of surface parking lots in the area by setting them back from the street. ~~Parking in each district is required to be setback from the street property line with access from a side street or alley wherever possible. Limitations on the number of curb cuts and driveway widths from the South Tahoe Redevelopment Demonstration Plan have been carried forward.~~ To support a “park once” atmosphere where visitors park once and patronize multiple businesses, new parking facilities are to be designed to accommodate cross-access to/from

adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development.

Outdoor parking areas shall be designed to decrease visual impacts associated with large expanses of pavement and vehicles. They can be divided into smaller parking areas and/or include landscaping within and around them. Consider using perimeter landscaping and landscaped islands as bio-swales with a lower grade than the paved surface to reduce irrigation requirements and meet stormwater retention requirements.

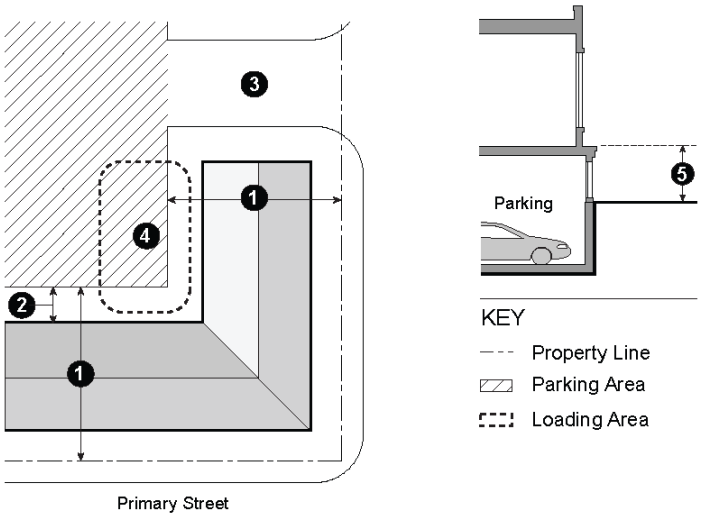
~~Standards are established for the minimum amount of open space and landscaping. Residential open space is required in all residential and mixed-use development. A key component of the vision for the Tourist Center District is to provide areas for public gathering. To implement this vision, public open space is required with substantial developments (developments over 50,000 square feet of nonresidential floor area on site greater than two acres in size) in the TSC-C and TSC-MUC districts.~~

**TABLE ~~9~~8: PARKING, LOADING, LANDSCAPING, AND OPEN SPACE STANDARDS**




| DISTRICT | TSC-C | TSC-MU | TSC-MUC & TSC-MUC SPEICAL AREA #1 | TSC-G & TSC-G SPECIAL AREA #1 | TSC-NMX | # |
|---|---|---|---|---|---|---|
| Minimum Parking Setbacks | Parking setbacks are subject to the frontage setback standards established in Table 5 (~~I~~A)~~.~~ | | | | | ❶ |
| ~~Minimum Setback from Street Property Line (ft)~~ | ~~30 (H)~~ | ~~20 (H)~~ | ~~20 (H)~~ | ~~20 (H)~~ | ~~20 (H)~~ | ❶ |
| Setback from Buildings and Public Plazas (ft) | Above ground parking shall be setback from buildings and public plazas with a walkway and/or landscaping~~.~~ | | | n/a | n/a | ❷ |
| Access Location | Side street or alley wherever possible | | | | | ❸ |
| Shared Access | See additional regulations (~~I~~B) | | | | | ❸ |
| Curb Cuts | Minimized and in areas least likely to affect pedestrian circulation; maximum one driveway per frontage for lots with 150 feet of frontage or less, maximum two driveways for lots with more than 150 feet of frontage | | | | | |

**TABLE ~~98~~: PARKING, LOADING, LANDSCAPING, AND OPEN SPACE STANDARDS**




| DISTRICT | TSC-C | TSC-MU | TSC-MUC & TSC-MUC SPEICAL AREA #1 | TSC-G & TSC-G SPECIAL AREA #1 | TSC-NMX | # |
|---|---|---|---|---|---|---|
| Loading/Service Areas/Porte Cochere | Side or rear of lot; must be screened from public ~~ROW~~right-of-way | | | | | ❹ |
| Underground Parking Visibility | Maximum height of underground parking area visible from the street (parking podium) is 3 feet from finished grade. | | | | | ❺ |
| Parking, Driveway and Loading Standards | ~~See~~ Subject to South Lake Tahoe City Code, Chapter ~~5~~6.10, Land Use Development Standards, Article VII~~I~~. Parking, Driveway and Loading Spaces. | | | | | |
| Minimum Residential Open Space (sq ft per unit) | 100 (~~J~~H) | 100 (~~J~~H) | 100 (~~J~~H) | 100 (~~J~~H) | 100 (~~J~~H) | |
| Minimum Public Open Space, sites two acres or more in size | (~~K~~I) | n/a | (~~K~~I) | n/a | n/a | |
| Minimum Amount of Landscaping (% of site) | 10 | 15 | 15 | 15 | 20 | |

~~I.~~A. **A. Limitations on Location of Parking.** Parking shall be located underground, behind a building, or on the interior side or rear of the site. Parking may be located within the required setback, subject to the following requirements.

1. ***Completely Underground ~~and Partially~~ Submerged Parking.*** Parking completely ~~or partially~~ underground, may be located within the required side or rear setback. Any above ground portions need to meet setback requirement~~….~~.

2. ***Surface Parking.*** Above ground surface parking may be located within the required front setback with Development Services Director approval provided:

~~1. Buildings are built close to the public sidewalk to the maximum extent feasible;~~A minimum of 30 percent of the frontage is maintained for pedestrian access through a courtyard, plaza, or vegetated area; and

~~2.~~1. The parking area is screened along the public right-of-way with public art, hedges, trellises, and/or landscaping; ~~and~~ or

3. The site is small and/or constrained such that locating parking outside the required setback is not feasible.Topographic features, lot configuration or other conditions make it impractical to require compliance with the setback requirements.

3. ***Parking Garages.*** Multi-level parking garages are subject to the building setback standards in Table 5, Building Placement Standards..

3.4. ***Adjacent to Residential Districts.*** When adjacent to a residential district, the side and rear parking area setback shall be 50 percent of the required structure setback. City-approved parking barriers/bollards, vegetation, and fence shall be installed in the setback.

J.B. **Shared Access.** To encourage shared parking and shared access points on public streets, new parking facilities shall be designed to accommodate cross-access to/from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development. When cross-access for vehicles is deemed impractical by the Development Services Director, the requirement for cross-access may be waived if bicycle and pedestrian connections are provided between adjacent development.

C. **Automobile Parking, Driveway, and Loading Standards.** See City Code Chapter 6.10, Article VII.

K.D. **Commercial Parking Ratios in Town Centers**. The number of parking spaces, as stated in City Code Section 6.10.410 shall serve as the required number of spaces. Modifications may be made as follows. Area Plan or City Code parking requirements may be superseded where California State Law prohibits or limits parking requirements for qualifying projects.

1. When the project is within a half mile of a transit stop, a 25 percent reduction in parking spaces may be applied.

2. The required number of parking spaces may be further reduced should the project incorporate alternative transportation measures, including but not limited to those listed below, or provide a parking demand analysis that supports the number of proposed spaces. The extent of the reduction shall be at the discretion of the decision-making authority.

    a. Installing or upgrading pedestrian, bicycle, transit, or other alternative infrastructure and/or facilities beyond improvements required by the Area Plan or City Code. Cost estimates and proposed infrastructure design and construction shall be approved by the Public Works Director.

    b. Creating shared parking areas between different parcels and land uses. Reduction of ingress/egress points and addition of connecting pedestrian infrastructure may be required. This shall be recorded through a deed restriction.

    c. Preparing a parking management plan and recording a deed restriction on the property, ensuring on-going compliance with the approved plan to minimize parking impacts on adjacent property.

d. Payment into a parking management district, established by the City or other entity responsible for parking facilities and management in the area.

3. The required number of parking spaces may be increased by 25 percent when the following findings are made.

a. Due to the nature or business patterns of the use, additional parking is required to meet vehicle demand.

b. Applicant shall demonstrate the need for requested parking.

~~1.~~4. The required number of parking spaces may be increased beyond 25 percent through the issuance of a ~~use permit~~Special Use Permit per ~~SLTCC~~ City Code Section 6.55.620, and when all the following are met~~:~~:

a. A parking demand analysis justifies the proposed number of spaces.

b. It is demonstrated that safety for pedestrians and other vehicles will be enhanced by the additional parking.

c. The environmental impact of the use will be lessened by the increase in parking spaces.

d. Any additional information as deemed necessary.

~~E.~~ ***Multi-Family Residential Parking Ratios.*** One parking space shall be permitted per residential unit. The number of required parking spaces may be reduced up to 20 percent if a deed restriction is placed on the property making the property owner responsible for parking management.

a. Parking for 100% deed-restricted affordable, moderate, or achievable housing shall adhere to TRPA Code of Ordinances Section 34.4.1.

~~F.~~ Open Space. Site design shall consider pedestrian safety during snow conditions. Sidewalks, plazas, and other pedestrian areas should be designed for maximum solar exposure, with snow melt systems, or for efficient snow removal.

~~L.~~

~~M.~~G. **Residential Open Space.** To promote community building, residential open space shall be accessible to all residents and compliant with the Americans with Disabilities Act. These areas typically consist of walks, patios, swimming pools, barbeque areas, playgrounds, turf, or other such improvements as are appropriate to enhance the outdoor environment of the development ~~Residential open space may be common or private open space. Private areas typically consist of balconies, decks, patios, fenced yards, and other similar areas outside the residence. Common areas typically consist of landscaped areas, walks, patios, swimming pools, barbeque areas, playgrounds, turf, or other such improvements as are appropriate to enhance the outdoor environment of the development. Landscaped courtyard entries that are oriented towards a public street are considered common areas. All areas not improved with buildings, parking, vehicular accessways, trash enclosures, and similar items shall be developed as common areas~~.

1. ***Minimum Dimensions***.

~~1.~~a. ~~*Private Open Space.* Private open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than 10 feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.~~

~~2.~~b. ~~*Common Open Space.*~~ Minimum horizontal dimension of 20 feet.

2. ***Usability.*** A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practical combination of lawn, garden, flagstone pavers, wood ~~planking~~planks, concrete, or other serviceable, ~~dust~~ dust-free surfacing. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.

3. ***Accessibility.***

~~1.~~a. ~~*Private Open Space.* The space shall be accessible to only one living unit by a doorway to a habitable room or hallway.~~

~~2.~~b. *Common Open Space.* The space shall be accessible to all the living units on the lot and be ADA compliant.

4. ***Limitations on Open Space***. Open space may be limited to 10% of the parcel's maximum allowable coverage should the Director of Development Services deem that construction of open space to the extent required in Table 9 would result in a reduction of dwelling units.

~~N.~~H. **Public Open Space.** Developments with 50,000 square feet or more of nonresidential floor area on sites two acres or more in size shall provide public open space according to the following standards:

1. ***Minimum Area.*** Forty square feet for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of floor area, plus 20 square feet for every 1,000 square feet of nonresidential floor area over 100,000 square feet.

2. ***Minimum Dimensions*.** Minimum horizontal dimension of 40 feet.

3. ***Usability.*** A surface shall be provided that allows convenient use for outdoor living, recreation, and public gathering. Such surface may be any practical combination of high-quality plant and hardscape materials such as bricks, stone, concrete, permeable paving, or tile. Surfaces shall be sloped for positive drainage and constructed to withstand snow removal and de-icing maintenance. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.

4. ***Accessibility.*** On-site public space shall be visible from a public street and from on-site areas normally frequented by nearby retail uses.

5. ***Amenities.*** On-site public space shall include benches or other seating. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including but not limited to trees and other landscaping, shade structures, drinking fountains, water features, public art, trash receptacles, information kiosks, or performance areas.

SUBSTITUTE DESIGN STANDARDS

~~Substitute Design standards address site design and amenities, building orientation and design, pedestrian access, bicycle parking, landscaping, lighting, signage, parking, driveway and loading spaces.~~

~~Buildings are required to be oriented toward and include a public entrance on a public street. Building design standards are intended to avoid bulky and "box-like" buildings and encourage appropriate architectural features.~~

~~On-site access and circulation standards require a system of pedestrian walkways that connect all buildings on a site to each other, to on-site parking areas, and open space or pedestrian amenities. Regular connections are to be provided to the public sidewalk as well as to adjoining commercial and residential areas. Walkway standards establish requirements for minimum width, paving, grade separations, bollards, landscaping, lighting, or other means to clearly delineate pedestrian areas for both day and night use.~~

~~Standards are for the amount, design, and location of bicycle parking is incorporated. The standards have different requirements for long- and short-term bicycle parking that reflect the varying needs of visitors, locals, and employees.~~

~~Landscape standards reinforce the resort destination experience in the Area Plan by guiding the desired design of planting and hardscape materials while providing for opportunities to accommodate stormwater runoff.~~

~~Lighting standards for streets and exterior spaces is provided that are necessary to provide safety and security as well as provide, in limited areas, the night lighting that will allow for a festive atmosphere enhancing the qualities of an active civic place.~~

~~All projects within the Tourist Core Area Plan shall meet the standards listed below and the standards in the Citywide Design Standards and the Parking, Driveway and Loading Space Standards in Chapter 5 of the City Code and the Sign Standards in Chapter 25 of the City Code. and are required to be consistent with Appendix E, Design Guidelines. Should a conflict occur between the standards of this Area Plan and the standards of the City Code, the standards of the area plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.~~

~~O.~~I. **Site Design and Amenities.**

1. Site design shall consider adjoining properties to avoid creating nuisances such as noise, light intrusion, invasion of privacy, and traffic, particularly when development is adjacent to sensitive uses such as residential development.

2. Outdoor parking areas shall be designed to decrease visual impacts associated with large expanses of pavement and vehicles. They can be divided into smaller parking areas and/or include landscaping within and around them. Consider using perimeter landscaping and landscaped islands as bio-swales with a lower grade

than the paved surface to reduce irrigation requirements and meet stormwater retention requirements.

~~2.~~3. Fences, parking barriers, landscaping, and other site design features shall be used to create a physical and visual barrier where commercial parking areas are adjacent to residential uses,

~~3.~~4. Site design shall consider pedestrian safety during snow conditions. Sidewalks, plazas and other pedestrian areas should be designed for maximum solar exposure, with snow melt systems, or for efficient snow removal.

~~4.~~5. Trash and recycling receptacles shall be provided and conveniently located in areas with heavy pedestrian use.

~~5.~~6. Ski and snowboard racks shall be provided in areas where there will be a need to temporarily store them. Racks should be located ~~at~~ in areas adjacent to ~~ski~~ ski-related facilities, public areas, transit stops, and destination locations.

7. For developments with multiple commercial or service tenants, include directional/directory maps on-site to orient and direct pedestrians.

~~J.~~ **Outdoor Dining and Seating.** Outdoor dining and seating are desirable and consistent with the Tourist Core Area Plan policies to activate the streetscape.

1. ***Location***. Outdoor dining and seating areas shall not encroach into pedestrian pathways, public right-of-way, or impede vehicle circulation.

2. ***Site Design***. New and modifications to outdoor dining and seating areas may be subject to Design Review.

   a. Seating areas shall be separated from vehicle circulation and parking areas by parking barriers/bollards and vegetation.

   b. No additional signage shall be associated with outdoor dining/seating areas.

   c. 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.

   d. ~~The maximum area dedicated to outdoor dining, by right, shall not exceed 20 seats. Areas may expand beyond this with a CFA allocation and design review.~~ Outdoor dining areas that exceed 300 square feet or 20 seats, whichever is less, will require a CFA allocation.

~~P.~~

~~Q.~~K. ~~**Building Orientation and Entrances.**~~

1. ~~Primary building entrances for all buildings shall be located facing a public street.~~

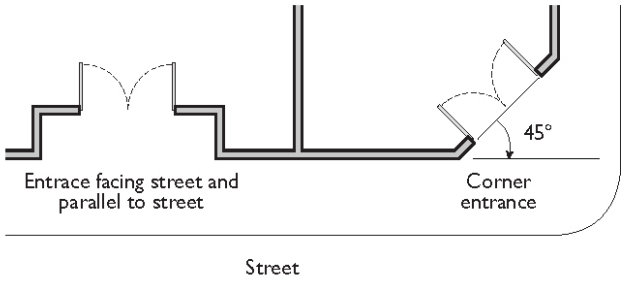
2. ~~Building entrances shall be emphasized with special architectural and landscape treatments, shall provide covered overhead protection in the form of recessed arcades or protruding canopies, and shall ensure protection from unloading roof snow.~~

3. ~~Entrances 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. Different treatments may include angled or rounded corners, arches, and other architectural elements.~~

3.4. All building and dwelling units located in the interior of a site shall have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.

4.5. Entrances to residential units shall be physically separated from the entrance to the permitted commercial uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

**FIGURE C-2: BUILDING ORIENTATION AND ENTRANCES**




R.L. **Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance.

1. ***Exterior Building Materials and Colors.***

   1. A unified palette of quality materials shall be used on all sides of buildings.

   2. Colors shall be used to help delineate windows and other architectural features to increase architectural interest.

   3. A variety of natural-appearing materials should provide contrast on building facades.

   4. Colors should be chosen to blend in with the setting and to minimize reflectivity. Bright colors should be used for accent only and should be applied to a maximum of 10 percent of the building façade.

   5. Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earth tone colors that minimize reflectivity.

2. ***Building Details.*** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance.

   1. Building façades shall include building projections or recesses, doorway and window trim, textured materials, differentiated piers and columns, awnings, and other details that provide architectural articulation and design interest.

   2. Cornices, balconies, roof terraces, and other architectural elements should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.

   3. All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.

4. Each side of the building that is visible from a public right-of-way shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian's range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.

3. ***Green Building***. New buildings and retrofits to existing buildings are long term investments and should feature quality design/materials, flexible design to deal with changing demands and be built green. The City encourages residential, commercial and industrial properties to consider incorporating green building measures. Property owners who participate in the City Green Building Incentive Program (See Appendix D) are eligible for the following incentives:

1. Projects will receive priority plan check by City Departments.

2. Residential projects will receive priority on the residential allocation waiting list.

3. Commercial projects area eligible for CFA allocations form the City's CFA pool.

4. Projects will receive recognition by the City Council.

S.M. **Pedestrian Orientation and Access.** On-site pedestrian circulation and access must be provided according to the following standards.

1. ***Internal Connections.*** A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.

2. ***To Circulation Network.*** Regular connections between on-site walkways and the public sidewalk shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.

3. ***To Neighbors.*** Direct and convenient access shall be provided from commercial and mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

4. ***To Transit.*** Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.

5. ***Interior On-Site Pedestrian Walkway Design***.

1.a. Walkways shall have a minimum clear, unobstructed width of six feet, shall be hard-surfaced, and paved with concrete, stone, tile, brick, pervious paving, or comparable material.

2.b. Where a required walkway crosses driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or a similar method.

3.c. Where a required walkway is parallel and adjacent to an auto travel lane, it must be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barriers.

N. **Bicycle Parking.**

1. Bicycle parking spaces for ruses not listed and for multi-business complexes shall be required at staff discretion. Modifications may be granted by a decision-

making authority. In no case may fewer than one short-term and one long-term space be provided.

| Land Use | Examples | Short-Term | Long-Term |
|---|---|---|---|
| High Turnover, High Capacity Commercial | Eating and Drinking Uses, Coffee Shops | 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 unit |
| Professional Uses | Office Space, Medical Offices, Government Offices | 1 per 200 sf | 1 per 6 employees |
| Assembly Uses | Religious Assembly, Schools, Membership Organizations, most Amusement and Recreation Uses, Library, Athletic Facilities | 20% of maximum occupancy | 3% of maximum occupancy |
| General Commercial retail | Grocery, General Retail, Nursery | 1 per 1500 sf | 1 per 6 employees |
| Industrial | Warehousing, Manufacturing, Hospital, Post Office | 1 per 6000 sf | 3% of maximum occupancy |
| Parking Lots, Garages, Parking Structures | | | 1 per 15 vehicle spaces or 3% of the total floor area |
| Bicycle parking spaces for uses not listed and multi-business complexes shall be required at staff discretion. | | | |

~~T.~~

~~1. ***Short-Term Bicycle Parking.*** Short-term bicycle parking shall be provided in order to serve shoppers, customers, messengers, guests and other visitors to a site who generally stay for a short time.~~

~~1.~~2. ~~*Parking Spaces Required.* The number of short-term bicycle parking spaces shall be at least 10 percent of the number of required automobile parking spaces, with a minimum of two spaces per establishment, for commercial, mixed-use, and multi-family structures.~~

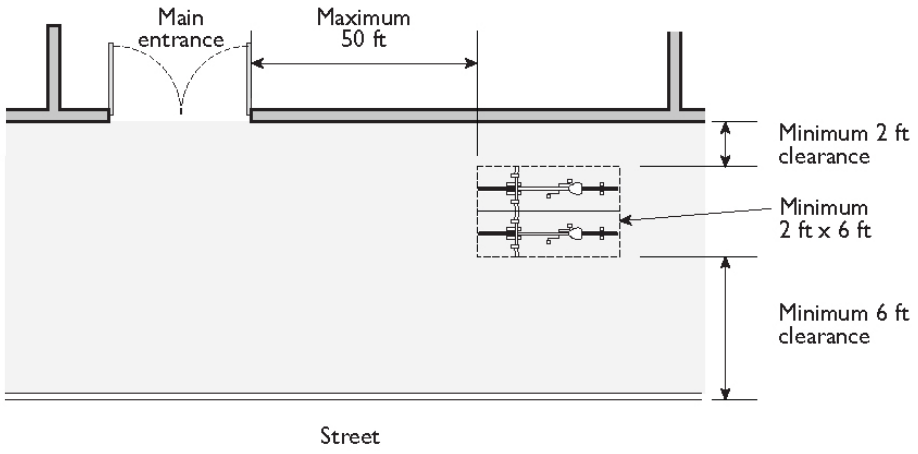
a. *Location.* Short-term bicycle parking must be located within 50 feet of a main entrance to the building it serves. Bicycle parking shall be visible from the street, ~~or~~ from the main building entrance, from outdoor seating areas, or a sign must be posted at the main building entrance indicating the location of the parking area. Bicycle parking shall be located outside of the public ~~right~~ right-~~of~~ of-way except with an encroachment permit in the TSC-C and TSC-MUC districts, provided an unobstructed sidewalk clearance of six feet is maintained for pedestrians at all times.

~~2.~~a. Exception: Notwithstanding the above standard, when a commercial use is adjacent to a bike route, or bike path, short-term bicycle parking may be provided near the route or secondary entrance.

~~3.~~b. *Anchoring and Security.* For each short-term bicycle 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. Preferred rack styles are inverted U shapes, post and ring, and wheel well-secured.

~~4.~~c. *Size and Accessibility.* Each short-term 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 between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

**FIGURE C-3: SHORT-TERM BICYCLE PARKING**




~~2. **Long-Term Bicycle Parking.** Long-term bicycle parking shall be provided in order to serve employees, residents, commuters, and others who generally stay at a site for four hours or longer.~~

~~1. *Parking Spaces Required.*~~

~~a. Residential Uses. A minimum of one long-term bicycle parking space shall be provided for every five units for multi-unit residential and group residential projects.~~

~~b.~~3. ~~Parking Structures. Long-term bicycle parking shall be provided at a minimum ratio of one space per 50 vehicle spaces.~~

2.a. *Location.* Long-term bicycle parking 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.

3.b. *Covered Spaces.* At least 50 percent of required lLong-term bicycle parking must be covered. Covered parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.

4.c. *Security.* All long-term bicycle parking must be located in a secure area such as the following:

a. An enclosed bicycle locker;

b. A fenced, covered, locked or guarded bicycle storage area;

c. A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas; or

d. Other secure area approved by the Development Services Director.

5.d. *Size and Accessibility.* 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 between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

U.O. **Snow Storage**: . Snow storage shall be in conformance with City Code Section 6.10.140. Accommodating snow removal and storage presents unique challenges to site planning and design. During snow months, roofs, parking areas, and walkways become areas which need to be cleared of snow for safety and convenience. When snow is not disposed of off-site, provisions need to be made to store the snow on-site. Of consideration in planning for snow storage is the ability to meet surface water discharge standards.

1. Standard: Commercial, tourist accommodation, industrial, public service, recreation and multi-residential projects shall provide, within the project area, snow storage areas of a size adequate to store snow removed from parking, driveway and pedestrian areas or have arrangements by means of recorded easements or arrangements to remove and store accumulated snow off-site. Adequacy and location of snow storage shall be approved by the city.

2. Standard: Snow storage infiltration shall conform to the TRPA's Handbook of Best Management Practices.

V.P. **Landscape Design**: . Landscaping can be used to successfully integrate the built environment into the natural environment. It can also provide pleasant outdoor spaces for people, mitigate noise and air quality impacts, and help screen undesirable elements. Regional climatic and physiographic conditions generally impact landscape and plant materials, and must be taken into account early in the design process. It is recommended that landscape design and planning take advantage of the different visual environments in formulating a design theme or concept as well as to conserve water. Landscape design shall meet the following standards.

1. Standard: ***Landscape and Irrigation Plan.*** : A landscape and irrigation plan shall be submitted in accordance with City Code Chapter 6.80.take into consideration the following elements.

1. Planning and design: Develop a landscape plan that allows for proper placement of plants and material.

2. Grouping of plant selection: Group by water needs (hydrozones)

3. Soil analysis: Determine the type of soil and plant the appropriate plant material that will flourish.

4. Efficient irrigation: Design and installation shall reflect hydrozones. (Also see Water Conservation, Standard I.2.)

5. Practical turf areas: Place turf in appropriate areas to achieve maximum use.

6. Use of surface mulches: By using mulches, water at the root basins will last longer.

7. Appropriate maintenance: Maintenance includes a sound water management plan. In order to establish newly installed plant materials, some form of irrigation system shall be provided. Once established, some form of permanent irrigation system shall be provided that will insure the growth and survivability of the plant materials. Fertilizer use must be well thought out and carefully managed in accordance with the TRPA BMP Handbook and is prohibited in SEZ's.

2. Standard: Species on the TRPA recommended native and adapted plant list shall be used for lawns and landscaping. Modifications to these standards may be considered on a case by case basis by both the City and TRPA.

Plant species not found on the recommended native and adapted plant list (Table 3) may be used minimally in the landscape as accent plantings. Such plants shall be limited to borders, entry ways, flower beds, and other similar locations to provide accents to the overall native or adapted landscape design.

3. Standard: Minimum Plant sizes and spacing for projects other than single family home projects, and erosion control/revegetation projects, the following spacing shall be required for woody plant materials at time of planting:

1. Trees shall be a minimum of six feet tall or 1-1/2 inch diameter at breast height.

2. Shrubs shall be a minimum of three gallon pot size where: upright shrubs have a minimum height of 18 inches and minimum spread of 18 inches; and spreading shrubs have a minimum spread of 18-24 inches.

3. Groundcovers shall be a minimum four inch pot size or one gallon container and shall be a maximum 24 inches on center spacing.

4.2. Standard: ***US Highway 50 Landscape Concept.***

1.a. To create a clean and attractive edge to the built environment, a turf edge shall be installed along the Highway frontage at a minimum, between the curb line and the sidewalk, except at:

a.i. Locations of existing or restored meadows; or

b.ii. Where a significant length of frontage is not developed and has existing natural vegetation.

2.b. To restore a vertical natural element to the Highway and to reduce the impact of the built environment, each property shall be responsible for having randomly spaced evergreen trees within the front yard setback, said evergreen trees shall be Jeffrey Pine or approved equal. The number of trees required shall be based on a ratio of one tree per 35 feet of highway frontage. The exception to this standard shall be meadows and lake views, which front on US Hghway 50.

5. Standard: Obstruction of views: New landscaping shall not be located in such a manner that would create safety problems or obstruct significant views, either when first installed or upon maturity.

6. Standard: Landscaped Setbacks: All structures shall have a landscaped setback (either existing natural vegetation or introduced plantings) from any public roadway. The existing practice of having no landscaping between the facade of a structure and the roadway is not allowed.

7. Standard: Irrigation: In order to establish newly installed plant materials, some form of irrigation system shall be provided. Once established, some form of permanent irrigation system shall be provided that will insure the growth and survivability of the plant materials. The purpose of the irrigation system is to effectively manage the flow of water.

Landscape irrigation shall:

1. Incorporate low flow sprinkler heads.

2. Incorporate soil moisture sensing device or automatic timer in all irrigation systems.

3. Incorporate drip emitter heads for shrubs and trees.

4. Select low water usage plant materials, including drought tolerant turf grasses.

5. Develop and follow an irrigation schedule.

6. Water at night or early in the morning to minimize evaporation.

7. Optimize use of irrigated turf grass by minimizing the amount of turf grass area and targeting only selected areas. Exceptions to this is in a playground, park, or golf course where a majority of the site may need to be landscaped with turf.

8. Tourist Core Area Plan Landscape Design. In addition the following landscape standards apply to the Tourist Core Area, Modifications to these standards may be considered on a case by case basis by both the City and if applicable , TRPA:

9.3. ***Plant Materials***.: Invasive species are prohibited. Plants adapted to the Lake Tahoe basin Basin region are listed on TRPA's recommended species list. See list following Landscaped Standards. Plants not on the recommended list (Table 39) may be considered and used in locations that have the following characteristics:

1.a. The character of the place is urban and the proposed landscape character is not natural landscape condition. This would be characterized by little natural vegetation existing on a site. This may also include street trees, areas that accents entries, exterior dining areas, and areas of high pedestrian use.

~~10.~~4. ***Size and Conditions of Plant Material Installed.*** ~~:~~ Landscape materials for projects other than single-family residential projects, shall be a minimum of 3~~-~~ inch caliper for deciduous trees, 14 feet for coniferous trees, 5 gallon container for shrubs and 1 gallon container~~s~~ for perennials or groundcovers. New ~~Plant~~ plant materials shall be healthy, disease free, and be planted in prepared soils.

~~1.~~a. Street trees in paved areas shall have a soil volume of at least 75 cubic feet per tree. This assumes the depth of soil is 3 feet.

~~2.~~b. Trees not within paved areas shall have adequate space to provide protection from vehicle traffic that would compact soils in the root zone.

~~11.~~5. ***Location of Required Landscape Areas.*** ~~:~~ Required landscape areas shall be the following:

~~1.~~a. A minimum space of 20 feet, between the street and surface parking lots, shall be landscaped to buffer and screen the parking lot from the street view. ~~Within this area sidewalks~~ Sidewalks are permitted within this area..

~~2.~~b. Within surface parking lots an area equal to at least 15~~%~~ percent of the parking lot shall be used for landscape planting~~.~~. This zone may also be used for snow storage provided the design allows for landscaping that can also store snow.

~~3.~~c. Landscape shall be required for the street frontage that enhances the pedestrian zone and creates a continuous street edge. This includes street trees~~,~~ and landscape elements that create~~s~~ interest, color, and identification of entries. The optimum spacing of street trees is no less than 30 feet along primary and secondary streets. However, this is an average condition, and tree~~s~~ spacing may include close groupings or gaps for view.

~~4.~~d. Landscape shall be used to screen service yards and drives. This may be done in conjunction with screen walls or other architectural features that create full screening.

e. Parking structures that face the primary and secondary streets shall have screen planting that buffers the garage from the public streets.

~~5.~~f. New landscaping shall not be located in such a manner that would create safety problems or obstruct significant views, either when first installed or upon maturity.

~~12.~~6. ***~~Recommended d~~Design for ~~landscape~~Landscape.*** ~~:~~ These are ~~suggested~~ design practices for the Area Plan:

~~1.~~a. Use deciduous trees in areas where visibility is needed ~~to~~ at retail frontages.

~~2.~~b. Create a canopy of trees to create and improve the shade conditions on pedestrian areas. This will reduce the reflectance from pavements, lower ground and air temperatures, and provide comfortable outdoor spaces.

~~3.~~c. Create a quality built environment with the inclusion of amenities such as street furnishings, plantings, art~~-~~works, and water features to enhance the places that people will walk, gather, or recreate. These spaces should be artfully designed and attractive for their functions.

4.d. Minimize the use of turf, but when used, place turf in appropriate areas to achieve maximum use as a recreation amenity rather than a visual amenity.

13.7. ***Landscape applications in Low Impact Development.*** Low impact Impact development Development refers to the integration of systems and practices that use or mimic natural processes to infiltrate, evapotranspirate (return water to the atmosphere either through evaporation or by plants), or to accommodate stormwater runoff on the site where it is generated. Low Impact Development elements reduce the impact of built areas and promote the natural movement of water within an ecosystem or watershed. The following practices should be integrated with the overall design of landscape areas to combine the functions of stormwater treatment with aesthetically pleasing landscape features:

1.a. Pervious materials that allow water to pass through the paving and infiltrate into the ground are encouraged for pedestrian applications. Other pavement surfaces may incorporate pervious surfaces but shall be designed in conjunction with the site's BMPs. Pervious surfaces are defined as any surface that allows at least 75 percent of precipitation to directly reach and infiltrate the ground throughout the life of the surface.

2.b. Preserving existing trees should be planned for with efforts on preserving large groups of forest rather than individual trees that are subjected to changes of runoff, grades, or surface coverage. The protection zone for trees extends to the drip-line of the tree's canopy.

3.c. As part of surface water management, small areas of infiltration catchments are to be incorporated into the final contour of the landscape. These features will offer the reduction in run-off from each site.

| TABLE ~~39~~: TRPA SITE TYPE RECOMMENDED SPECIES LIST | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Scientific Name [1, 2]** | **Common Name** | **Wetland** | **SEZ/Riparian-Wet Meadow** | **Upland—Generic** | **Upland—Full Shade** | **Upland—Full Sun/ Dry Site** | **Upland—High Disturbance** |
| Grasses, Rushes, and Sedges | | | | | | | |
| *Achnatherum lemmonii* | Lemmon's needlegrass | | | • | | • | |
| *Achnatherum occidentale* | western needlegrass | | | • | | • | |
| *Agrostis exarata* | spike bentgrass | | • | | | | |
| *Bromus carinatus* | California brome | | • | • | | • | |
| *Bromus marginatus* | mountain brome | | | • | | | |
| *Calamagrostis canadensis* | bluejoint | • | • | | | | |
| *Carex praegracilis* | slender sedge | | • | | | | |
| *Danthonia californica* | California oatgrass | | | • | | | |
| *Deschampsia caespitosa* | tufted hairgrass | | • | | | | |
| *Deschampsia elongata* | slender hairgrass | | • | | | | |
| *Elymus elymoides* | squirreltail | | | • | | • | |
| *Elymus glaucus*[3] | blue wildrye | • | • | | • | | |
| *Elymus trachycaulus* | slender wheatgrass, | | • | • | | • | |
| *Festuca brevipila* | hard fescue | | | • | | | • |
| ***Festuca ovina 'Covar'*** | sheep fescue, 'Covar' | | | • | | • | • |
| *Festuca rubra*[3] | red fescue | | • | | • | | • |
| *Festuca rubra ssp. arenaria*[3] | Boreal creeping red fescue | | • | | • | | • |
| *Glyceria striata*[3] | fowl mannagrass | | • | | • | | |
| *Hordeum brachyantherum* | meadow barley | | • | | | | |
| *Hordeum brachyantherum ssp. californicum* | California barley | | • | | | | |
| *Juncus arcticus ssp. littoralis* | mountain rush | • | • | | | | |
| *Juncus effusus* | common rush | • | • | | | | |
| *Leymus triticoides* | beardless wildrye | | • | | | | |
| *Melica californica* | California oniongrass | | | • | | | |
| *Phalaris arundinacea* | reed canarygrass | | • | | | | |
| *Phleum alpinum* | alpine timothy | | • | | | | |
| *Poa ampla, 'Sherman'* | big bluegrass, 'Sherman' | | | • | | • | • |
| *Poa secunda* | Sandberg bluegrass | | | • | | • | • |
| ***Thinopyrum intermedium*** | intermediate wheatgrass | | | • | | | • |
| ***Thinopyrum intermedium 'Greenar'*** | intermediate wheatgrass, 'Greenar' | | | • | | | • |
| ***Thinopyrum intermedium 'Oahe'*** | intermediate wheatgrass, 'Oahe' | | | • | | | • |

| TABLE ~~39~~: TRPA SITE TYPE RECOMMENDED SPECIES LIST | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Scientific Name [1, 2]** | **Common Name** | **Wetland** | **SEZ/Riparian-Wet Meadow** | **Upland—Generic** | **Upland—Full Shade** | **Upland—Full Sun/ Dry Site** | **Upland—High Disturbance** |
| Forbs | | | | | | | |
| *Achillea millefolium* | common yarrow | | • | • | | | • |
| *Aconitum columbianum* | Columbian monkshood | | • | | | | |
| *Agastache urticifolia* | nettle-leaf giant hyssop | | • | | | | |
| *Anaphalis margaritacea* | western pearly everlasting | | • | • | | | |
| *Aquilegia formosa* | crimson columbine | | | | • | | |
| *Arnica cordifolia*[3] | heartleaf arnica | | | | • | | • |
| *Artemisia douglasiana* | Douglas' sagewort | | • | | | | |
| *Balsamorhiza sagittata* | arrowleaf balsamroot | | | • | | | • |
| *Caltha leptosepala* | white marsh marigold | | • | | | | |
| *Chamerion angustifolium* | fireweed | | • | • | | | • |
| *Delphinium glaucum*[3] | mountain larkspur | | • | | • | | |
| *Epilobium ciliatum* | fringed willowherb | | • | • | | | • |
| *Erigeron compositus*[4] | cutleaf daisy | | | • | | | |
| *Eriophyllum lanatum* | common woolly sunflower | | | • | | | |
| *Fragaria virginiana* | wild strawberry | | • | | | | • |
| *Geranium richardsonii* | Richardson's geranium | | • | | | | |
| *Geum macrophyllum*[3] | big leaf avens | | • | | • | | |
| *Geum triflorum* | old man's whiskers | | • | • | | | |
| *Gilia capitata* | bluehead gilia | | | • | | • | |
| *Heracleum maximum* | common cowparsnip | | • | | | | |
| *Ipomopsis aggregata* | scarlet gilia | | | • | | • | |
| *Linum lewisii* | Lewis flax | | | • | | • | |
| *Lotus nevadensis* | Nevada bird's-foot trefoil | | | • | | | |
| *Lotus unifoliolatus var. unifoliolatus* | American bird's-foot trefoil | | | • | | | • |
| *Lupinus argenteus* | silvery lupine | | | • | | • | • |
| *Lupinus fulcratus* | greenstipule lupine | | | • | | • | • |
| *Lupinus grayi* | Sierra lupine | | | • | | • | • |
| *Lupinus lepidus* | Pacific lupine | | | • | | • | • |
| *Lupinus polyphyllus* | bigleaf lupine | | • | | | | |
| *Mertensia ciliata* | tall fringed bluebells | | • | | | | |
| *Mimulus cardinalis*[3] | scarlet monkey flower | | • | | • | | |

| TABLE ~~39~~: TRPA SITE TYPE RECOMMENDED SPECIES LIST | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Scientific Name [1, 2]** | **Common Name** | **Wetland** | **SEZ/Riparian-Wet Meadow** | **Upland—Generic** | **Upland—Full Shade** | **Upland—Full Sun/ Dry Site** | **Upland—High Disturbance** |
| *Mimulus guttatus* | common monkey flower | • | • | | | | |
| *Nasturtium officinale* | Watercress | • | | | | | |
| *Osmorhiza occidentalis* | western sweetroot | | | | • | | |
| *Oxyria digyna*[4] | alpine mountainsorrel | | | • | | | |
| *Paeonia brownii* | Brown's peony | | | • | | | |
| *Pedicularis groenlandica* | elephant heads | | • | | | | |
| *Penstemon rydbergii* | Rydberg's penstemon | | • | | | | |
| *Penstemon speciosus* | royal penstemon | | | • | | • | |
| *Phacelia ramosissima* | branching phacelia | | | • | | | |
| *Potentilla fruticosa* | shrubby cinquefoil | | • | | | | |
| *Potentilla glandulosa* | sticky cinquefoil | | • | | | | • |
| *Potentilla gracilis* | slender cinquefoil | | | • | | | |
| *Ranunculus occidentalis* | western buttercup | | • | | | | |
| *Rumex salicifolius* | willow dock | • | • | | | | • |
| *Solidago canadensis* | Canada goldenrod | | • | • | | | • |
| *Symphyotrichum spathulatum var. spathulatum* | western mountain aster | | • | | | | |
| *Thalictrum fendleri* | Fendler's meadow-rue | | • | | | | |
| *Urtica dioica ssp. holosericea* | stinging nettle | | • | | | | • |
| *Wyethia mollis* | woolly mule-ears | | | • | | • | • |
| Subshrubs, Shrubs, and Trees | | | | | | | |
| *Acer circinatum* | vine maple | | | | • | | |
| *Acer glabrum* | Rocky Mountain maple | | • | | | | |
| *Alnus incana ssp. tenuifolia* | thinleaf alder | | • | | | | • |
| *Amelanchier alnifolia* | western Serviceberry | | • | | | | |
| *Amelanchier utahensis* | Utah serviceberry | | | • | | | |
| *Arctostaphylos patula* | greenleaf manzanita | | | • | | • | • |
| *Arctostaphylos nevadensis* | pinemat manzanita | | | • | | | |
| *Arctostaphylos uva-ursi* | bearberry | | | • | | | |
| *Artemisia tridentata ssp. vaseyana* | mountain big sagebrush | | | | | • | |
| *Calocedrus decurrens* | incense cedar | | | • | • | | • |
| *Ceanothus cordulatus* | whitethorn | | | • | | • | • |
| *Ceanothus prostratus* | prostrate ceanothus, squawbush | | | • | | • | |

| TABLE ~~39~~: TRPA SITE TYPE RECOMMENDED SPECIES LIST | | | | | | | |
|---|---|---|---|---|---|---|---|
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| *Ceanothus velutinus* | tobaccobrush | | | • | | | |
| *Cercocarpus ledifolius* | curl-leaf mountain mahogany | | | | | • | |
| *Chrysolepis sempervirens* | chinquapin | | | • | | | |
| *Cornus sericea* | redosier dogwood | | • | | | | |
| *Ericameria nauseosa* | rubber rabbitbrush | | | | | • | • |
| *Eriogonum nudum* | naked buckwheat | | | | | • | • |
| *Eriogonum umbellatum* | sulphur-flower buckwheat | | | • | | • | • |
| *Holodiscus discolor* | oceanspray creambush | | • | | | | |
| *Juniperus occidentalis* | western Sierra or Sierra juniper | | | | | • | |
| *Lonicera involucrata*[3] | twinberry | | • | | • | | |
| *Mahonia aquifolium* | Oregon grape | | | | • | | • |
| *Penstemon deustus* | hot-rock penstemon | | | • | | • | |
| *Penstemon newberryi* | mountain pride | | • | • | | • | |
| *Pinus contorta var. murrayana*[5] | Sierra lodgepole pine | | • | | | | • |
| *Pinus flexilis*[6] | limber pine | | | | | • | |
| *Pinus jeffreyi* | Jeffrey pine | | | • | | • | • |
| *Pinus monticola* | western white pine | | | • | | | |
| *Pinus ponderosa* | Ponderosa pine | | | • | | • | • |
| *Populus balsamifera ssp. trichocarpa* | black cottonwood | | • | | | | |
| *Populus tremuloides* | quaking aspen | | • | | | | • |
| *Prunus virginiana* | western chokecherry | | • | • | | | |
| *Purshia tridentata* | antelope bitterbrush | | | • | | • | |
| *Quercus vacciniifolia* | huckleberry oak | | | • | • | | |
| *Rhus trilobata* | skunkbush | | | • | | | |
| *Ribes aureum* | golden currant | | • | • | | | |
| *Ribes cereum* | wax currant | | | • | | • | |
| *Ribes montigenum* | gooseberry currant | | | • | | | |
| *Ribes nevadense* | Sierra currant | | • | | | | |
| *Ribes roezlii* | Sierra gooseberry | | | • | | | |
| *Rosa woodsii* | Woods' rose | | • | • | | | • |
| *Rubus parviflorus* | thimbleberry | | • | • | | | • |
| *Salix exigua* | narrow leaved willow | • | • | | | | |
| *Salix geyeriana* | Geyer's willow | | • | | | | |
| *Salix lemmonii* | Lemmon's willow | | • | | | | |
| *Salix lucida ssp. lasiandra* | Pacific willow | • | • | | | | |
| *Salix scouleriana* | Scouler's willow | | • | | | | |

| TABLE ~~39~~: TRPA SITE TYPE RECOMMENDED SPECIES LIST | | | | | | | |
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| *Sambucus nigra ssp. cerulea* | blue Elderberry | | • | | | | |
| *Sambucus racemosa* | red elderberry | | • | | | | |
| *Sorbus scopulina* | Greene's mountain ash | | • | | | | |
| *Spiraea douglasii* | rose spirea | | • | | | | |
| *Spiraea splendens*[3] | rose meadowsweet | | • | | • | | |
| *Symphoricarpos molllis* | creeping snowberry | | | | • | | |

**Notes:**
1 – Nomenclature follows U.S. Department of Agriculture's PLANTS Database~~.~~
2 – Names of nonnative species are displayed in bold font~~.~~
3 – Mesic shaded uplands only
4 – Talus, rocky alpine slopes only
5 – Invasive of wet meadows
6 – Subalpine sites only

~~W.~~P. **Exterior Lighting**: The functional objectives in providing exterior area lighting are to illuminate areas necessary for safe and comfortable use. In certain situations, area lighting can add to the aesthetic appeal of a site by highlighting architectural features of a building or illuminating pathways and landscape plantings. In these instances, only the special features of a building or landscape should be illuminated.

Protection of the night sky will be addressed by the type of permitted lighting. Lighting of the area will be provided for function, safety and security by directing light toward the locations where it is needed. ~~The night sky will be protected from fugitive light with cut-off shields and other devices that direct light onto surfaces, rather than having wide visibility of the lighting source.~~

1. ~~Standard:~~ Outdoor lights (including winter seasons display) shall not blink, flash, change intensity or give the illusion of movement.
2. ~~Standard:~~ Exterior lighting shall not be attached to trees except for the winter seasonal display.
3. Lighting shall be limited to Incandescent, High Pressure Sodium, ~~Metal Halide~~, Compact Florescent, or LED type lighting in all applications for exterior use. Cut-off shields and other devices shall be used to direct light onto surfaces, rather than having wide visibility.

   The maximum color temperature of outdoor lighting shall not exceed 3,000 degress Kelvin. City staff may authorize color temperatures up to 5,000 Kelven when required for public safety. Outdoor lighting for commercial uses shall not exceed 2,500 Lumens, and the total lighting shall not exceed 100,000 Lumens per acre.

4. ~~Standard:~~ Seasonal Lighting may be displayed and shall not be used to create advertising messages or signs.

   ~~1.~~a. Temporary and seasonal installation of string lights, rope lights, or other decorative lighting is allowed for seasonal lighting between November 26th and March 1st subject to the following criteria:

      ~~2.~~a. Lights shall not be installed for more than 90 days;

      ~~3.~~b. Lights shall be LED or low voltage (24 volts or less);

      ~~4.~~c. Installation may be subject to building or fire department inspection.

5. Installation of string lights, rope lights, or other decorative lighting for a period longer than 90 days or outside of the November 26th through March 1st season ~~will~~ require approval of a minor review application. Review of the application will include a review of the total amount of exterior lighting on a site, curfew hours for lighting to be turned off, and energy efficiency. Lights shall be LED or low voltage (24 volts or less). A building permit may also be required for some lighting installations and installations may be subject to building and/or fire department inspection.

6. Pedestrian Zone Lighting

   ~~1.~~a. Pedestrian areas, including pedestrian plaza spaces, sidewalks, and ~~pedestrian~~ pedestrian-only areas will have the opportunity to use light standards, bollards, lighting that spans the space as liner strings, and lighting from architectural features (such as soffits).

   ~~2.~~b. Light standards may establish the level of the light fixture up to 20 feet tall as measured from the finished grade.

   ~~3.~~c. The entire lighting assembly (pole and fixture) shall be painted a dark, matte color such as brown, black, gray, or green,

   ~~4.~~d. General light level shall not exceed 5.0 foot candles in pedestrian spaces or approved locations unless approved by the planning commission.

   ~~5.~~e. Lighting shall not be attached to trees except for seasonal winter displays.

7. Street Lighting

   ~~1.~~a. Street lighting along primary and secondary streets will be designed in conjunction with the vehicular and pedestrian level needs.

   ~~2.~~b. Light fixtures shall not exceed 20 feet in height except for cobra head fixtures placed at major intersections of state highways which conform to the state standard for height of such poles. The entire lighting assembly (pole and fixture) shall be painted a dark, matte color such as brown, black or green. When lighting pedestrian spaces and sidewalks, in conjunction with roadway lighting, pedestrian lighting shall be designed to have lower pole heights, rather than use the street light poles to illuminate pedestrian use areas.

   ~~3.~~c. Safety and security lighting needs are to be focused on the crossing points, street intersections and in areas where pedestrians are exposed to conflicts with traffic.

8. Lighting for Safety and Security

~~1.~~a. Secondary pedestrian areas or landscape zones with minor uses may be illuminated for security and pedestrian safety. ~~These may include i~~Illumination level~~s~~ shall not ~~to~~ exceed 2.5 foot candles and may be a combination of pole lighting, feature lighting, bollards, and lighting from architectural structures.

~~2.~~b. Level changes and features, like steps, are to be illuminated for pedestrian safety. ~~Built~~ Built-in lighting or wall lights are the preferred design choice. Other methods will require approval by the ~~planning~~ Planning ~~commission~~Commission.

~~3.~~c. Walkways in all ~~zones~~ zoning districts allow for lighting to ensure safely at night with bollard, feature, or pole standards. Lighting levels for pathways ~~may not~~ shall not exceed 2.5 foot candles.

9. ~~Standard:~~ Lighting may be used for outdoor landscaping, parking lots, street lights, walkways, illumination or highlighting architectural or landscape features only, and shall not be designed for, or used as, an advertising display. Illumination utilizing exterior light fixtures is permitted provided the following criteria are met:

~~1.~~a. Lighting shall only be directed downward (not above the horizontal plane) to avoid sky-lighting. Up-lighting for any purpose, including the lighting of architectural or landscape ~~architectural~~ features is not permitted except with overhead shields to prevent nighttime sky-lighting

~~2.~~b. The light source (bulbs), within a fixture as seen in elevation, shall not be visible, including the cobra head fixture style.

~~3.~~c. No light (freestanding or ~~building~~ wall mounted) shall spray ~~off~~ off-site. The use of cutoff shields, or other devices as approved by staff shall be required, including parking garages (Note: parking garages shall not have fluorescent lighting).

~~4.~~d. The maximum height of exterior architectural building lighting and landscape lighting shall be 26 feet and the light source is shielded from view except for areas designated as Tourist Center Core District (TSC-C).

~~5.~~e. Feature Lighting for Architectural Highlights and Landmarks in the Tourist Center District (TSC-C)

a. Architectural feature lighting and accents may be included as part of a lighting plan to prevent dark, uninviting, and oppressive building surfaces above the first floor. Illumination shall be for selective architectural features that serve to landmark, or otherwise highlight design features. Specifically, lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features are permitted subject to the following criteria:

(1) The lighting is subject to a visual analysis.

(2) Wall lighting of blank walls or repetitive wall facades shall not be permitted.

(3) Light features may be attached to buildings or structures as down-lights, soffit lights or ~~wall~~ wall-mounted lights.

(4) All accent lighting shall be directed downward.

(5) Lighting shall be restricted to incandescent type lights.

(6) Roofs, in part or in total, shall not be illuminated. Such prohibition includes such methods as flood lighting, reflective material, or lighting strips, including neon/fluorescent tubing, and the like.

b. Landscape lighting is allowed to highlight elements of the landscape architecture or existing landscape features through the use of down lighting. Down lighting landscape can be done with concealed fixtures or fixtures with lens hoods to screen the light source. Landscape light~~ing~~ fixtures must be dark colors including brown, gray, black or green.

(1) The lighting is subject to a visual analysis.

(2) The entire freestanding lighting assembly (pole and fixture) shall be painted a dark earth tone color such as black, dark green or dark brown, so as to blend into the forest character of the city.

(3) ~~-~~Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base at ground level.

(4) Roofs, in part or in total, shall not be illuminated. Such prohibition includes such methods as flood lighting, reflective material, or lighting strips, including neon/fluorescent tubing, and the like.

~~(5) The entire freestanding lighting assembly (pole and fixture) shall be painted a dark earth tone color such as black, dark green, or dark brown, so as to blend into the forest character of the city.~~

~~(6) Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base at ground level.~~

~~(7) Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base at ground level.~~

(5) Low pressure sodium lights (monochromatic orange color) are not allowed.

~~6.~~f. Searchlights. The commercial operation of searchlights for advertising or any other purpose is prohibited.

~~X.~~Q. **Water Conservation**: Water conservation is accepted as a practical and economical water management technique. Water conservation measures increase water supplies, save energy, and save money. Residential water use includes water used indoors and outdoors. The largest share of that typically is used for landscape irrigation. Bathroom fixtures typically account for the largest share of indoor water use. Water-using fixtures and appliances have in the past been designed with little or no regard for water efficiency. Today's appliances however, are designed with a greater sensitivity toward efficiency.

1. ~~Standard: ~~Water conservation devices shall be installed in new facilities or when replaced in existing facilities.

2. ~~Standard: ~~Irrigation systems shall conform to water conservation standards contained within the landscaping standards (Substitute Design Standards Section H Standard 7) ~~of this manual~~as noted in the South Lake Tahoe Design Guidelines, which is consistent with ~~AB 325 (see also City Resolution No. 1992-97)~~City Code Chapter 6.80 Water Efficient Landscaping.

~~Y.~~R. **Street Right-of-Way Improvements**~~:~~. Street Right-of-Way improvements are subject to City Code Section 6.10.180. ~~The improvement of the public right-of-way is necessary for the safety and convenience of the residents, improving the quality of the community and the lake and unifying the appearance of the community with the establishment of a consistent set of improvement standards.~~

~~1. Standard: All new road construction projects or the repair of existing improvements within the publicly owned right-of-way shall comply with the City of South Lake Tahoe Public Improvement Engineering Standards.~~

~~2. Standard: Road fixtures, including but not limited to retaining walls, safety barriers, traffic signals and controllers, light standards, and other structures, shall be designed and installed in compliance with the with the City of South Lake Tahoe Public Improvement Engineering Standards.~~

~~3. Standard: Color of road fixtures (other than signals, their auxiliary equipment and sign standards). Refer to the City of South Lake Tahoe Public Improvement Engineering Standards for specific details.~~

~~4. Standard: Signal poles and their ancillary equipment and sign structures. Refer to the City of South Lake Tahoe Public Improvement Engineering Standards for specific details.~~

~~5. Standard: Retaining walls and other erosion control devices. Refer to the City of South Lake Tahoe Public Improvement Engineering Standards and Chapter 36, City Grading Ordinance~~Chapter 7.20 of the City Code~~, for specific details.~~

~~6. Standard: Street improvements required. Public and private projects shall be required to construct off-site improvements including curb, gutter, sidewalk and other improvements required by the city engineering division, consistent with the standards contained within the City of South Lake Tahoe Public Improvement Engineering Standards, including street right-of-way improvements and landscaping standards, SLTCC 5-24, or at the discretion of the city engineer provide in-lieu fees when:~~

~~1. The project involves new construction on raw land, a vacant lot and/or is a demolition and reconstruction project;~~

~~a. The project is processed as a special use permit and is determined by the city engineering division that the off-site improvements are necessary for the orderly development of the area;~~

~~b. A public project, not subject to the special use permit process, is determined by the city engineering department to need off-site improvements for the orderly development of the area. (Ord. 903; Ord. 1002)~~

~~Z.~~S. **Scenic Highway Corridors**~~:~~. The Lake Tahoe Region offers many outstanding opportunities to view and photograph scenic resources. Many of these opportunities are available while driving around the lake on the main highways (US Highway 50, State Routes 28, 89, 207, 267 and 431, and Pioneer Trail). The highways listed are also travel

routes used in TRPA's scenic quality thresholds. Maintaining and, in some cases, upgrading the scenic quality of the view from the road is the primary goal behind both scenic highway corridors and scenic quality thresholds.

All projects which are within the scenic highway corridors, as defined by the TRPA, of US Highway 50, State Ropute 89 and Pioneer Trail shall meet design standards listed below. (Note: A scenic corridor is defined as including the street right-of-way and property abutting such right-of-way, a distance of 300 feet.).

1. Standard: All new electrical lines which operate at 32 kilovolts or less, including service connection lines, shall be placed underground. Exceptions to this requirement will be based on the city finding that undergrounding would produce a greater environmental impact than above-ground installation. When new electrical lines are permitted to be installed above ground, the new lines, poles and hardware shall be screened from view of the scenic highway to the maximum extent possible.
2. Standard: All new communication lines including telephone lines, cable television lines, and service connection lines shall be placed under–ground. Exceptions to this requirement will be based on the city finding that undergrounding would produce a greater environmental impact than above-ground installation. When new communication lines are permitted to be installed above ground, the new lines, poles, and hardware shall be screened from view of the scenic highway to the maximum extent possible.
3. Standard: See also standards for street right-of-way improvements.
4. Standard: TRPA Code Section 66.2.2 development standards for ruralshall apply to tto applicable sections of Pioneer Trail designated as Transitional Scenic corridors Corridor. shall apply to the applicable sections of Pioneer Trail.

AA.T. **Shorezone**: The shorezone is regulated by the TRPA Code, Chapters 80 through 86, and not reiterated here. As a result, all projects which fall within this area shall be referred to the TRPA for review. The city's City's review will be limited to providing input into the TRPA process and processing the project through the city permit process.

BB.U. **Signage**: City Code Section 6.40.420 allows for the establishment of policy and standards applicable to all signage within the boundaries of the ~~plan area~~area plan. The policies and standards contained within the ~~tourist core area plan~~Tourist Core Area Plan shall be applied to all future signage or modifications to signage within the ~~plan area~~area plan. The purpose of this section is to augment the city-wide sign ordinance with a set of specific design standards tailored to meet the urban design plan for the Tourist Core Area Plan. All signage definitions can be found in City Code Section 6.40.040.

~~**Article I. Purpose and Scope**~~

~~**25-1 Authority.**~~

~~This chapter is prepared pursuant to the TRPA Code of Ordinance is prepared pursuant to the TRPA Code of Ordinances, Section 38.2.3, which permits local jurisdictions to prepare equal or superior sign standards to the TRPA Sign Ordinance, contained in Chapter 38.~~

~~**25-2 Purpose.**~~

~~The purpose of this chapter shall be to coordinate the type, placement and scale of signs within the different land-use categories and to recognize the commercial communication requirements of all sectors of the business community; to improve the visual quality of South Lake Tahoe; encourage the innovative use of design; to promote both renovation and proper maintenance; to allow for special circumstances; and to guarantee equal treatment under the law through accurate record keeping and consistent enforcement. This shall be accomplished by regulation of the display, erection, use, and maintenance of signs. The use of signs is regulated according to category. The placement and scale of signs are regulated primarily by business square footage, number of streets that access the business, vehicle speed limit, designation of the street, height of sign, setback, and angle of the sign to the street.~~
~~Scope: This chapter shall not relate to building design. Nor shall the City Ordinance regulate official traffic or government signs (Note: the TRPA, Chapter 38 shall regulate the signs); the copy and message of signs; signs not intended to be viewed from a public right-of way; interior window displays; scoreboards on athletic fields; flags of any nation or government; gravestones; religious symbols; memorial signs; the residential display of street numbers; or any display or construction not defined herein as a sign.~~

~~The primary intent of this Ordinance shall be to regulate signs of a commercial nature intended to be readable from any public street, recreation area, bike trail or from Lake Tahoe.~~

~~**Article II. Definitions**~~

~~**25-3 Definitions.**~~

~~1. "Abandoned Sign" means a sign, non-conforming or conforming which no longer identifies or advertises a bonafide business, lessor, service, owner, product or activity for a period of six months or longer. For Compliance, see SLTCC 25-19.~~

~~2. "Access" means any public vehicle access. Does not include pedestrian or service vehicle access.~~

~~3. "Animated Sign" (also see and note difference from changeable sign) means a sign or display manifesting either kinetic or illusionary motion occasioned by natural, manual, mechanical, electrical, or other means. Animated signs include the following types:~~

~~1. Naturally Energized: Signs whose motion is activated by wind or other atmospheric impingement. Wind-driven signs include flags, pennants, streamers, spinners, metallic disks, windsocks other similar devices designed to move in the wind.~~

2. Mechanically Energized: Signs manifesting a repetitious pre-programmed physical movement or rotation in either one or a series of planes activated by means of mechanically based drives.

3. Electrically Energized: Illuminated signs whose motion or visual impression of motion is activated primarily by electrical means. Electrically energized animated signs are of two types:

a. Flashing Signs: Illuminated signs exhibiting a pre-programmed repetitious cyclical interruption of illumination from one or more sources in which the duration of the period of illumination (on phase) is either the same as or less than the duration of the period of darkness (off phase), and in which the intensity of illumination varies from zero (off) to 100 percent (on) during the programmed cycle.

b. Illusionary Movement Signs: Illuminated signs exhibiting the illusion of movement by means of a pre-programmed repetitious sequential switching action in which illuminated elements of the sign are turned on or off to visually simulate the impression of motion characteristic of chasing, running, blinking, oscillating, twinkling, scintillating, or expanding and contracting light patterns.

4. "Appurtenant Sign" means a sign, emblem, or decal informing the public of goods, facilities, or services available on the premises, e.g., a credit card sign or a sign indicating hours of business, membership affiliation, chain service, spa, phones, business association.

5. Area. See "Sign, area of."

6. "Area identification sign" identifies an area of a distinct character composed of more than one ownership, such as a neighborhood, subdivision, shopping or industrial area, or a large parcel(s) of land reserved for visual or usable open space, such as a conservatory area and the like.

7. "Awning" means a shelter projecting from and supported by the exterior wall of a building constructed of canvas, plastic or similar nonrigid materials on a supporting framework. Compare "Marquee."

8. "Awning sign" means a sign painted on, printed on, or attached flat against the surface of an awning.

9. Backlit Awning. See "Electric awning sign."

10. "Balloon"means an inflatable bag filled with air or gas used for advertising or promotional purposes, whether or not it contains letters, words, phrases or logos.

11. "Banner Sign" means a piece of cloth or other flexible material such as plastic/vinyl sheets or canvas, that contains copy.

12. "Base Reference Budget (BRB)"means the amount of sign area, prior to adjustments, available to a business or a multiple business complex (MBC). This amount is calculated from:

1. Gross floor area of buildings; and

2. Number of streets that access the property; and

3. Whether the business is part of a multiple business complex.

13. "Building Sign" means any sign attached to a building and supported by a wall of a building, or the wall of a structure, including a mansard roof. Any permanent window signs shall be considered a building sign. For the purpose of this definition the following signs are considered as a part of the building sign area (see definition for more clarification).

1. Awning signs;

2. Canopy signs;

3. Marquee signs;

4. Landscape wall signs;

5. Mansard roof signs;

6. Permanent window signs.

14. "Business" means a single commercial unit of operation. There may be more than one business within a building (see "Multiple business complex)"; or there may be a single business in one building on one project area.

14.1 "Can sign" means a sign in which the sign copy is placed on a transparent face, which is attached to an enclosed box or can, usually made of metal, that has an internal light source.

15. "Canopy Sign" means a sign affixed or applied to the exterior facing surface or surfaces of a building canopy or freestanding canopy.

16. "Canopy (Building)" means a structure or roof covered with fabric, metal or other material and supported by a building at one or more points or extremities and by columns or posts embedded in the ground at other points or extremities. May be illuminated by means of internal or external sources. (compare "Marquee")

17. "Canopy (Freestanding)" means a structure or roof covered with fabric, metal or other material supported by columns or posts embedded in the ground. May be illuminated by means of internal or external sources.

18. "Changeable Sign"means a sign whose informational content can be changed or altered by manual or electric, electro-mechanical, or electronic means. Changeable signs include the following types:

1. Manually Activated: Signs whose alphabetic, numeric, pictographic, or symbolic informational content can be changed or altered by manual means. (See also seasonal copy change)

2. Electrically Activated: Signs whose alphabetic, numeric, pictographic, or symbolic informational content can be changed or altered on a fixed display surface composed of electrically illuminated or mechanically driven changeable segments. Includes the following two types:

a. Fixed Message Electronic Signs: Signs whose basic informational content has been pre-programmed to include only certain types of information, such as time, temperature, predictable traffic conditions, or other events.

b. Computer Controlled Variable Message Electronic Signs: Signs whose informational content can be changed or altered by means of computer-driven electronic impulses.

19. City. Unless the context clearly discloses a contrary intent, the word "city" shall mean the city of South Lake Tahoe.

20. "Clearance (of a sign)" means the smallest vertical distance between the grade of the adjacent street, highway, or street curb and the lowest point of any sign, including framework and embellishments, extending over that grade.

21. "Clear Zone" means the area at a street corner or driveway defined as follows:

1. Street corner clear zone is created by extending the front property line and street side property line to a point and measuring from the point along the

front property line and street side yard property line to a distance of 15 feet and connecting these two points to create a triangular area.

2. Driveway clear zone is created by measuring, from the point of driveway and property line intersection, along the driveway and property lines to a distance of 15 feet and connecting these two points to create a triangular area.

21.1 "Community Benefit Sign" means a temporary sign displayed by a non-profit organization, to raise funds for a community wide benefit, such as the community blood drive and the like. It does not include advertising for a commercial for profit enterprise, such as a ski sale or private arts and craft show and the like.

22. "Construction sign" means a temporary sign identifying an architect, contractor, subcontractor, material supplier, funding sources and other related information pertinent to the property on which the sign is located.

23. "Copy" means the graphic content of a sign surface in either permanent or removable letter, numeric, symbolic, or alphabetic form. Also see "Mural."

24. "Copy area" means the area shall be calculated by enclosing the perimeter of the copy within a rectilinear geometric figure which encloses the extreme limits of the copy and measuring the area within the perimeter.

25. "Deceptive sign" means any sign which by varying the size of print, by wording, by coloration, or by any other device, give a normal viewer a false or deceptive impression of prices or rates, charges or services, or number of units available.

26. "Directional/Information Sign" means any sign which is used soley for the purpose of traffic or pedestrian information, direction or safety, and placed on the property to which or on which the public is directed and which contains no advertising copy.

27. "Double-faced sign" means a sign with two faces, essentially back-to-back. Each sign face is to be calculated to determine sign area.

28. "Electric awning sign" means an internally illuminated, fixed space-frame structure with translucent, flexible reinforced covering, designed to awning form and with graphics or copy applied to the visible surface of the awning.

29. "Electrical sign" means a sign or sign structure in which electrical wiring, connections, or fixtures are used.

30. Electronic Message Center. See "Changeable signs, electrically activated."

31. "Embellishment" means a portion of a sign structure intended to accent a sign rather than to provide or carry additional message area, e.g., framing, roofing, foundations, landscaping and the like.

32 "Facade" means the entire building elevation including the parapet.

33. "Festoons" means a string of ribbons, tins, or pinwheels.

34. "Flag" means an article of cloth on flexible material displayed to the public.

a. Official Flag. The flag of any nation, state, county, city or other recognized governmental entity, flown in accordance with the state and federal laws governing such displays. A U.S. flag shall be flown in conjunction with any foreign flag.

b. Insignia Flag. A flag bearing the insignia, name, device, rank, logo type, or similar designation of specific activities, political parties, person, agencies, private business, and the like.

35. Flashing Sign. See "Animated sign, electrically energized."

36. "Freestanding Sign" means a sign which is permanently supported in a fixed location on the ground by poles, braces, a foundation, a planter, pedestal, retaining wall or other structure and not attached to or supported by any building.. Such signs include building wing wall signs(See also "Low Profile Sign)

37. "Frontage, street" means that portion of a project area bounded by public roadway.

38. "Graphic" means the use of letters, symbols, numbers to convey a message.

Note: Adding graphics to a mural creates copy.

39. "Government sign" means any temporary or permanent sign erected and maintained by the city, county, state, or federal government for traffic direction or for designation of or direction to any school, hospital, historical site, or public service property or facility.

40. "Grade" means the surface elevation of the street, or the natural ground elevation beneath the sign.

40.1 "Grand opening temporary activity" means a use which proposes a temporary activity to promote the opening of a new business at that location. For the purpose of the sign ordinance, a use shall have only one "grand opening temporary activity" and it shall occur no later than 30 days after issuance of city business license, change of operation review and/or an occupancy permit for the new business. As a "grand opening temporary activity," it shall be subject to the same requirements as all temporary activities (SLTCC 32-21.1) including obtaining a planning permit. A "grand opening temporary activity" may have the limited use of balloons as outlined in SLTCC 25.5.1(G).

41. "Gross floor area (GFA)" means the measure of commercial square footage calculated as the floor area within the outer walls of a building or store space, including storage space. This shall not include stairwells and airshafts.

If more than one business is occupying the same floor space, the floor space shall be counted once to determine the gross floor area.

If a business occupies one floor of a two story business, the GFA shall be based on the one floor. Should the business extend to the second floor, its new sign area shall be recalculated including the second floor. Should the business revert back to the first floor, then the GFA reverts back to floor one. Any signage increase resulting from the expansion to the second floor shall now have to be reduced accordingly.

42. "Height (of a Sign)", means

Freestanding Sign: the vertical distance measured from the highest point of the sign structure, including decorative embellishments, to the curb grade of the adjacent street or the surface grade beneath the sign, whichever is less.

Building Sign: the vertical distance measured form the highest point of the sign or sign structure to the building grade.

42.1. "Icon sign" means three-dimensional representation of an object that does not contain copy. Examples include a child's building blocks to denote a children's store or an ice cream cone to denote an ice cream shop. The intent of the icon sign is to provide business identification in a highly concentrated pedestrian environment (Mainstreet district of the South Tahoe redevelopment plan area) in a whimsical and entertaining manner without using copy. For sign area and locational standards, see SLTCC 25-45(C)(2)(a).

43. "Identification sign" means a sign whose copy is limited to the name and address of a multiple family or condominium complex, building, institution, or person or to the activity or occupation being identified.

44. "Individual sign area" is computed from the BRB and is the allowable sign area for a specific individual sign, taking into account the following adjustments:

    a. Specific individual sign setback;

    b. Vehicle speed on the closest street;

    c. Specific individual sign angle using the street frontage as a reference plane; and

    d. Height.

45. "Illegal sign" means a sign which does not meet the requirements of this code, including but not limited to the placement or installation of a sign without first obtaining a city sign permit or installing a sign that is not consistent with the sign permit and which has not received legal nonconforming status.

46. "Illuminated sign" means a sign with an artificial light source incorporated internally or externally for the purpose of illuminating the sign. The following are types of illumination:

    a. Diffuse. "Diffused lighting" is where the light source is internal and located behind a translucent sign face; i.e., internally illuminated electric can sign.

    b. Indirect. "Indirect lighting" is where the copy and/or the sign face are illuminated by an external light source. The external light source should be shielded from public view.

    c. Direct. "Direct lighting" is where the sign copy is the light source, e.g., individual light bulbs organized to create the sign copy.

47. "Kiosk" means a pedestrian-oriented freestanding sign within public right-of-way used for display of information. All kiosk locations as well as information content shall be subject to the city use permit process.

48. "Landscape wall sign" means a sign attached to a retaining wall which is integrated into the project area landscape and the single sign face is parallel to the street.

49. "Lot" means a parcel of land legally defined on a subdivision or parcel map recorded with the El Dorado County recorder.

50. "Low profile sign" means a type of freestanding sign mounted directly to the ground with maximum height not to exceed six feet.

51. "Maintenance" means, for the purposes of this chapter, upkeep, or preservation of the condition of a sign in order to keep the existing components safe, neat and orderly in condition and appearance and to prevent corrosion or deterioration caused by weather, age or other conditions. Maintenance includes cleaning, painting, repair or replacement of defective parts of a sign. Maintenance does not include any changes to sign area, the copy, graphic design, or the external dimensions of the sign or structure.

52. "Mansard roof" means normally the roof slope exceeds 45 degrees (12:12). A roof-like facade architecturally comparable to a building wall.

53. "Mansard roof sign" means a sign attached to a mansard roof.

54. "Marquee" means a permanent roof-like structure or canopy of rigid materials supported by and extending from the facade of a building. Compare "Awning" and "Canopy sign."

55. "Memorial signs" means tablets for names of buildings, date of erection, architects, etc. when built into the walls of a building.

56. Monument Sign. See "Low profile sign."

57. "Motor fuel price sign" means that portion of a freestanding sign which advertises the price of motor vehicle fuel offered for sale.

58. "Motor vehicle signs" means a sign attached, affixed or painted upon the exterior of a motor vehicle.

59. "Multiple business complex" means a building or group of buildings within a single architectural plan and within one project area housing two or more businesses with one or more parcels.

60. "Multiple business complex sign" means a sign whose purpose is to identify the MBC, not individual tenants.

61. "Multiple-faced sign" means a sign containing three or more sign faces, not necessarily in back-to-back configuration. Each sign face shall be calculated to determine sign area.

62. "Mural" means a picture pictograph (especially large) painted or applied directly on a wall, ceiling or roof, contains no copy and is not a visual representation of a business or service so as to be viewed as advertisement for the business or service.

63. "Nameplate" means a nonelectric, on-premises residential identification sign giving only the name and address of an occupant.

64. "Nonconforming sign" means a sign which was erected legally, but which does not comply with subsequently enacted sign restrictions and regulations.

65. "Occupancy" means the portion of a building or premises owned, leased, rented, or otherwise occupied for a given use.

66. "Off-Premise Sign" means a sign erected or maintained on a parcel or project area advertising an establishment, merchandise, service, or entertainment, which is not sold, produced, manufactured, or furnished at the property on which the use or activity advertised by the sign is not located.

67. "On-Premise Sign" means a sign erected or maintained on a parcel or project area on which the use or activity advertised by the sign is located.

68. "Official signs" means traffic, fire and police signs, signals, devices and markings of public agencies and utilities for which illumination and motion is permitted, other safety signs, and legal notices.

69. "Opaque background" means a sign background that doesn't transmit light. For the purpose of this chapter the amount of light transmitted shall be limited to the range of approved background colors shown in Exhibit 3 (see also SLTCC 25-34).

70. "Owner" means the legal owner of record. This information may be available through a search of the county recorder's records or as shown on the most recent property tax roll provided by El Dorado County assessor. For the purposes of this chapter, the owner of property on which a sign is located is presumed to be the owner of the sign unless facts to the contrary are officially recorded or otherwise brought to the attention of the city, e.g., a sign leased from a sign company.

~~71. "Parapet" means the extension of a false front or wall above a roofline.~~

~~72. "Parking signs" means signs that state "Private Parking Only – Consent of the Owner Required" and shall be otherwise consistent with the California Vehicle Code Section 22658A.~~

~~73. "Parked motor vehicle sign" means a sign attached to, located on, or located within any motor vehicle trailer or other related device, when parked for the primary purpose of displaying signage or to augment existing signage of a business located on the parcel, lot, or project area where the parked motor vehicle is located. A parked motor vehicle sign meets this definition if the copy is easily readable from a vehicle or pedestrian traveling upon a public right-of-way (of a scenic corridor). Examples of such signs are, business delivery vehicle(s), personal vehicles and the like. Excluded from this are vans or trucks which have short term deliveries of merchandise and goods to the retailer or restaurant.~~

~~74. "Pedestrian scale" means copy, graphics, proportions and locations that are easy to comprehend and intended to be primarily read by pedestrians.~~

~~74.1 "Pedestrian Sign" means a permanent sign in "pedestrian scale" which provides information and directions to pedestrians, such as a "directory/information sign" and kiosk sign."~~

~~75. "Pennant" means a piece of cloth, plastic, paper, or other such material varying in size, shape or design to draw attention to the site where located.~~

~~76. "Permanently affixed" shall mean painted or permanently attached with glue, adhesive, bolts, nails, approved concrete footings, not intended to be easily removed. Tape shall not be considered as meeting this definition.~~

~~77. "Person" means any individual, corporation, association, firm, partnership, or similarly defined interest.~~

~~77.1 "Plant List" means the Recommended Native and Adaptive Species List adopted by TRPA.~~

~~78. "Point of purchase display" means advertising of a retail item accompanying its display, e.g., an advertisement on a soft drink or water dispenser, tire display, ice machines, etc.~~

~~79. "Pole cover" means cover enclosing or decorating poles or other structural supports of a sign.~~

~~79.1 "Political Sign" means a sign advertising a candidate for public office, a proposition, or other issue to be voted on by the general public.~~

~~22. "Portable Sign" means any sign designed to be moved easily and not permanently affixed to the ground or to a structure or building.~~

~~23. "Project area" means one or more parcels or leases that are linked together for a common and definitive purpose, such as parking, or access, or utilities, or are under one umbrella management unit.~~

~~24. "Projecting Sign" means a sign, other than a flat building sign, which projects form and is supported by a wall of a building, and is not mounted parallel to the plan of the wall.~~

~~83. "Public right-of-way" means that portion of land owned by the public in which the street, sidewalk and utilities are placed. Note: Normally the public right-of-way is wider than the paved street.~~

~~84. "Real estate sign, on-premises" means a temporary sign advertising the real estate upon which the sign is located as being for rent, lease, or sale.~~

85. "Roofline" means the top edge of a roof or building parapet, whichever is higher, excluding any mansards, cupolas, pylons, chimneys, or minor projections.

86. "Roof sign" means any sign erected over or on the roof of a building. No roof sign dormer can extend above the roofline as measured in elevation.

87. "Room rate" means the posting of room rate signs and shall be consistent with this chapter and SLTCC 28A-6.

88. Rotating Sign. See "Animated sign, mechanically energized."

89. Scenic Corridor. The following roads are considered scenic corridors: Lake Tahoe Boulevard, U.S. 89, U.S. Highway 50 and the Loop Roads.

90. "Sculpture" means to cut, carve, chisel, cast, weld, mold, etc., into statues or figures.

91. "Seasonal Change of Copy" means the changing of the sign face copy, to reflect the different seasons or seasonally uses.

92. "Seasonal graphics and murals" means such graphics and murals that depict seasonal events with no commercial messages. Examples include Christmas, Valentine's Day, Easter, Mother's and Father's Day, Homecoming and the like.

93. Setback: Setback, for all signs shall be measured from the property line.

94. "Sign" means any character, letter, figure, symbol, design, model or device or combination of these used to attract attention or convey a message and which is visible from a public street, public recreation area, bicycle trail or from Lake Tahoe. The term includes banners, pennants, streamers, moving mechanisms and lights. The term does not include scoreboards or ball field signs where the sign is oriented to the recreation use.

95. "Sign, Area of" means the sum total of display areas of one or more sign faces (also see sign face). If the sign is composed of individual letters or symbols using the wall as the background with no added decoration, the sign area shall be calculated by enclosing the perimeter of each word within a rectilinear geometric figure which encloses the extreme limits of the copy and measuring the area within the perimeter.

96. "Sign dormer" means a structure attached to the roof that provides a vertical mounting surface on a sloping roof. The dormer is usually constructed of the same material as the roof.

97. "Sign face" means the plane of a sign on which the copy is placed. A normal size frame is not considered as a part of the sign face.

98. "Snipe sign" means a temporary sign or poster affixed to a tree, fence, telephone pole, etc.

99. "Subdivision identification sign" means a freestanding or wall sign identifying a recognized subdivision, condominium complex or residential development.

100. "Temporary Sign" means any sign not intended for long term

101. "Under-canopy pedestrian-oriented sign" means a sign suspended beneath and not projecting beyond the face of a canopy, ceiling, roof, or marquee.

102. "Unit of operation" means an individual and separate unit of activity or function within a building, such as a single shop within a business complex or a single business occupying an entire building.

103. "Use" means the purpose for which a building, lot, sign, or structure is intended, designed, occupied, or maintained.

~~104. "Window" means an opening in a building for letting in light or air or for looking through, and having a pane(s) of glass set in a frame or sash. Note: Placing a false window on a building does not meet the definition of window and window signs. Also see "Parked motor vehicle sign."~~

~~105. "Window Sign" means all signs placed in a window which are intended to be primarily visible from a public right-of-way, includes permanent and temporary signs.~~

~~Note: A temporary window sign does not count as building sign area if it is within the 25% window area devoted to window signs.~~

~~25-5 Compliance Required: It shall hereafter be unlawful for any person to erect, place, or maintain a sign in the City of South Lake Tahoe except in accordance with the provisions of this chapter.~~

~~25-5.1 Signs Prohibited: The following types of signs are prohibited in all districts:~~

~~A. Pennants, festoons, search lights;~~
~~B. Signs imitating or resembling official traffic or government signs or signals;~~
~~C. Snipe signs, when located in the public right-of-way;~~
~~D. Off premise parked motor vehicle signs~~
~~E. Portable signs not specifically permitted by this Ordinance, i.e., real estate signs~~
~~F. Animated signs~~
~~G. Balloons; except for a "grand opening temporary activity" as part of a city-approved TRPA permit for a temporary activity/use. The "grand opening temporary activity" use of balloons shall not exceed 72 continuous hours~~
~~H. Changeable copy signs; computer controlled variable message electronics sings. Exceptions:~~
~~1. Computer controlled variable message electronic signs that are include in City gateway signage and publicly owned community event signs.~~
~~2. Manually activated, changed seasonal copy changes~~
~~I. Insignia flags, unless otherwise allowed by this chapter.~~
~~J. Flags in the form of pennants or festoons, and the like, unless approved as part of a Temporary Activity Permit.~~
~~K. Sound producing signs~~
~~L. Illegal signs~~
~~M. Off-premise signs, except for "off premise" temporary real estate residential open house signs (see SLTCC 25-7) and garage sale signs (See SLTCC 25-7) allowed by this chapter.~~
~~N. Appurtenant Signs, unless counted as a part of approved signage area and each sign does not exceed 12" x 12'°. Further, no appurtenant sign shall be hung from or otherwise attached to a freestanding sign unless the attachment is included as a part of the sign face copy~~
~~O. All signs riot specifically noted~~
~~P. The display of sculpture, murals and seasonal graphics, unless approved by the City Planning Division.~~
~~Q. Window signs not contained within the 25% allowable window signage area.~~
~~R. Freestanding signs in clear zones that have height between 3' and 1 ' from grade or with pole/base support larger than 12 inches in diameter~~
~~R. Signage for prohibited uses.~~
~~S. Signs not in compliance with this Chapter.~~
~~T. Hand held signs for commercial use~~

~~25-6 Planning Permits Required: Unless otherwise provided by this Ordinance, all signs shall require a Planning Permit and payment of fees as described in Article VII of this chapter.~~

~~25-7 Signs and Activities Not Requiring Permits: The following types of signs are exempt from permit requirements but shall be standards of this chapter.~~

~~A. Maintenance or cleaning of a sign.~~

~~B. Memorial signs, when cut into masonry surfaces or when constructed of bronze or other metals and affixed to a wall, that do not exceed three square feet in area.~~

~~C. Temporary government signs indicating danger and/or service and safety information.~~

~~D. In residential areas, (1) name plates, (2) names on mailboxes or newspaper tubes, (3) private property parking or warning the public against trespassing or danger from animals, provided they do not exceed two square feet.~~

~~E. Signs not readable from a public street, recreation area, bicycle trail, or Lake Tahoe, such as window placards denoting community special events.~~

~~F. Directional and information signs on private property which conform to the following: 12" x 18" or smaller, which limit access, provide direction, parking admittance or pertain to security provisions; signs 18" x 18 °' or smaller, defining entrance or exit; and octagonal stop signs, 24'° or smaller. Any sign larger than the limits described shall be counted as either freestanding or building sign as appropriate.~~

~~Larger signs may be allowed in those instances where a business is located on a public street which is being repaired or reconstructed that negatively affects the economic viability of a business(s). Size of sign shall be subject to City review on a case by case basis. At a minimum, the sign shall not exceed 6 feet high and be setback a minimum of 5 feet from all property lines and be outside a defined corner clearzone.~~

~~G. Highway signs, street signs and other regulatory and directional signs which are located on a public right-of-way shall conform to the applicable sign standards set forth in the Manual on Uniform Traffic Control Devices, 1978, or other standards which may be contained in a memoranda of understanding between the TRPA and a public agency with jurisdiction over the travel way or upon design approval by the TRPA and a public agency with jurisdiction over the travel way.~~

~~H. Seasonal graphics and murals. At such time as the Seasonal Graphic or Mural has business related copy, the Seasonal Graphic or Mural is considered to be a business sign and the entire Seasonal Graphic or Mural, including copy, is considered sign area and requires a permit.~~

~~I. Off premise temporary real estate residential "Open House" signs provided the following standards are met:~~

~~1. The signs shall not exceed 3 square feet. Within the 3 square feet, all copy shall be placed including arrows, logos, name of real estate office, address and the like. The height of sign shall not exceed 3 feet. For the purpose of this provision, the 3 foot high signs may be placed on top of a snow berm.~~

~~2. All signs shall not be located within the public right of way.~~

~~4. The signs shall not be allowed within the Tahoe Keys Blvd. median, the 15th street median and parkway, or the Loop Road median and parkway.~~

~~5. The maximum number of signs per "Open House" shall be limited to three (3).~~

~~6. The "Open House" signs shall be either freestanding, mounted on a stake, or an "A-frame." The location and/or size of such signs shall not create a traffic hazard.~~

7. The "Open House" signs shall be displayed only during the hours which the house is open for viewing, and the open house signs shall be immediately removed when the open house is closed for the day.

J. On-premise temporary real estate signs provided the following standards are met;

1. Residential

a. One "For Sale" sign per premise, unless the property for sale has both a front and rear street frontage, in which case, two “for sale” signs are permitted;

b. On the day of showing, one "Open House" sign per premise;

c. The standards for all signs shall be:

i. If freestanding, the sign area shall not exceed 3 square feet. Should the sign be mounted on a stake, the stake shall not exceed 5 feet in height. The sign or its supports shall not encroach into the public right-of-way and shall not create a traffic hazard or encroach into a clear zone area. Said sign may be double faced.

ii. If a wall sign, the area shall not exceed 3 square feet.

iii. Shall not be illuminated; and

iv. Shall not contain more than two sign riders each a maximum side of 6”X18”; and

v. Shall not contain more than one flier box.

2. .Commercial

a. One "For Sale" sign per premise, unless the property for sale has both a front and rear street frontage, in which case, two “for sale” signs are permitted;

b. The standards for all signs shall be:

ii. If freestanding, the sign area shall not exceed 32 square feet; shall not exceed 6 feet in height. The sign or its supports shall be a minimum of five feet from the property lines and shall not encroach into a clear zone area. Said sign may be double faced;

iii. If a wall sign, the area shall not exceed 32 square feet;

iv. Shall conform to the design standards contained in SLTCC 25-38 and 25-39; and

v. Shall not be illuminated.

K. Motor vehicle signs which conform to the following: non-projecting and permanently affixed to the exterior of the vehicle. Painted and magnetic signs are considered permanently affixed. Taped signs are not.

L. Commercial street address numbers which do not exceed 3 square feet. If greater than 3 square feet, shall require a permit and shall be calculated as a part of the sign area.

M. Open/closed signs which do not exceed 12 square inches and credit identification signs. This applies to all illuminated and non-illuminated signs and credit identification.

N. Window signage that does not exceed 25% of the window area. Each window shall have a maximum of 25 percent of window area for use of all permanent and temporary signs except for seasonal graphic displays. In a single façade which contains a group of windows that is visible from a street, the window signage for that façade may be concentrated in one window of that group. The permissible area shall be based on the total window of that façade’s widow grouping.

O. Banners and sandwich board signs in compliance with the following standards: Displayed only during the following holiday periods: the month of December, New Year's Eve day and New Year's Eve, Martin Luther King weekend, President's Day weekend, Memorial Day weekend, July 4th weekend, Labor Day weekend, Thanksgiving weekend, or during City sanctioned community events;

i. Signs are not within a street right of way, sidewalk, bicycle path, pedestrian walkway, designated parking spaces, ADA accessible zone or path, or clear zone;

ii. Signs do not impede pedestrian or bicycle circulation; and

iii. Signs are professionally designed and manufactured; or

iv. Banner signs that are community benefit signs in areas designated by a community plan.

Q. Garage sale signs displayed Friday, Saturday, Sunday, or Monday of a holiday weekend. Must be outside of street rights of way and must not impeded pedestrian, bicycle, or vehicle traffic.

R. The following temporary signs:

i. Temporary government signs.

ii. Temporary window signs, provided they are within the 25 percent allowable window area for signs.

iii. Temporary on- and off-premises real estate signs.

iv. "Community benefit" temporary activity signs at the Chamber of Commerce area and those "community benefit" temporary activity signs placed off-premises as a part of an approved community plan or area plan.

**25-8. Maintenance.**

All signs shall be properly maintained. Exposed surfaces shall be clean and painted if paint is required. Defective parts shall be replaced. The [City] TRPA shall have the right to order the repair or removal of any sign which is defective, damaged, or substantially deteriorated as defined in the Uniform Building Code.

**25-9. Lighting.**

Unless otherwise prohibited by this Ordinance, all signs may be illuminated consistent with this chapter.

**25-10. Sign Contractor's License or Exemption.**

No person shall engage in the business of erecting, altering, relocating, constructing or maintaining signs without a valid contractor's license and meeting the provisions for all required state and federal licenses (unless said maintenance does not require a state or federal license) or meets the Uniform Building code "Owner/Builder", Section.

**25-11 Insurance.**

All persons involved in the business of maintenance, installation, alteration, or relocation of signs shall maintain all required insurance and shall file with the state a satisfactory certificate of insurance to indemnify the TRPA, state, county, or city against any form of liability.

**25-12 Signs Permitted in all PAS.**

Unless otherwise noted, the following signs requiring Planning Division permits, are permitted in all Plan Areas, and they shall conform with all standards of this chapter:

A. Political signs which conform to the following: for each parcel, one temporary sign per street frontage which is not greater than 12 square feet in area, is not internally illuminated, and is not displayed for more than 30 days in a calendar year, except that for 60 days preceding a general, primary or special election more than one such sign may be placed on each parcel, provided they are removed immediately after the election. (TRPA Section 2.3.4.E).

B. Area identification signs which conform to the following additional standards:

1. Signs shall not exceed 25 square feet in area;
2. Signs shall be low profile signs and not exceed five feet in height, with the following exception:

The height of an area identification sign may exceed five feet, when:

a. The sign is placed on public property (or property which acts as public property such as property dedicated for public use), outside the public right-of-way;

b. The sign is placed within an approved community plan;

c. The sign is placed within a community plan which allows multi-story buildings (above two);

d. The sign shall be constructed as part of a project subject to city review and approval;

e. The project shall have all of the following public infrastructure: curb, gutter, sidewalk, street lighting and drainage improvements;

f. The sign setback shall conform to the freestanding sign setback and height chart shown in SLTCC 25-35(D);

g. The number and location of signs shall be included in each community plan;

h. Signs shall be landscaped as required by Article VIII, Sign Design Standards, with the following exceptions:

The landscaping requirements may be reduced when:

a. The sign will be constructed as a part of a project where the city has review and approval;

b. The sign placement within the project is pedestrian oriented hardscape and therefore not conducive to meet the landscaping standards in Article VIII; and

c. The project shall have full public improvements, including any of the following: curb, gutter, sidewalk, street lighting, and drainage improvements.

C. Construction Signs. One construction sign may be erected on site, provided it not exceed 32 square feet, six feet in height, shall be set back a minimum of five feet from all property lines and conform to the design standards contained in SLTCC 25-33 and 25-34. Such signs shall not be erected prior to the issuance of the project building permit and shall be removed within 10 days of completion of construction or building occupancy, whichever occurs first.

D. All public use signs.

E. Directional signs on public property which provide direction to public and semi-public uses, such as recreation uses, churches, hospitals, schools and the like. Said signage shall be no larger than 18 inches by 18 inches. If located on Caltrans right-of-way, a Caltrans encroachment permit is required before

issuance of this sign permit. If located on city right-of-way, a city encroachment permit is required before issuance of the sign permit.

**25-13 Signs permitted in residential PAS.**

For all signs not requiring permits, see SLTCC 25-7.

A. The following signs do not require planning division permits: all signs listed in SLTCC 25-7.

B. The following signs requiring planning division permits are allowed in residential PAS. They shall conform with all standards of this chapter:

1. All signs permitted in all PAS (SLTCC 25-12).

2. Identification sign provided the following standards are met:

a. Sign area shall not exceed 32 square feet; and

b. One sign per street entrance.

3. For permitted nonresidential uses, including places of worship, but excluding home occupations, the following standards shall be required: (a) freestanding sign not to exceed 32 square feet in sign area, and (b) building sign not to exceed 32 square feet in area.

C. Special regulations for residential PAS are as follows: all allowed freestanding signs shall be a low profile sign with a height limit of six feet and be set back a minimum of 15 feet from any public right-of-way.

**25-14 Signs Permitted in Commercial/ Tourist Plan Areas.**

A. The following signs do not require planning division permits: all signs not requiring permits (SLTCC 25-7).

B. The following signs require issuance of a permit by the planning division and are allowed in the above plan areas, provided they conform to the following standards and all other standards of this chapter:

1. All signs permitted in all PAS (SLTCC 25-12).

2. a. Under-canopy pedestrian-oriented signs shall not be counted as building signs provided they conform to the following:

i. Placed at right angle to pedestrian walk; and

ii. Located at or near the public entrance to the building; and

iii. Not internally illuminated; and

iv. Do not exceed five square feet (each side) and are a minimum of eight feet above grade of the pedestrian walk.

b. Those under-canopy signs which do not conform to subsection (B)(2)(a) of this section shall be considered to be a building sign subject to requirements contained in SLTCC 25-39 through 25-41, and if in the Stateline/Ski Run CP, see SLTCC 25-42 through 25-45.

3. Building and Freestanding Signs. For information on size, location, setback, height, etc., see SLTCC 25-39 through 25-41, and if in the Stateline/Ski Run CP, see SLTCC 25-42 through 25-45.

4. Seasonal change of sign copy is subject to a limit of two changes per year: one summer and one winter.

C. Special regulations for tourist accommodations uses are as follows: the maximum sign area for tourist accommodation use is:

1. For properties with entrance on one street, the maximum sign area shall be 120 square feet. Of that 120 square feet, a maximum of 80 square feet shall be permitted for a freestanding sign.

2. For properties with major entrances on two, three or four street(s) (excluding service drives), the maximum sign area shall be 240 square feet, 360 square feet, and 480 square feet, respectively. Of the maximum allowed per street frontage, a maximum of 80 square feet may be used for any one freestanding sign.

## Article V. Construction Specifications

### 25-15 Construction Specifications.

All signs shall be installed in compliance with the building and electrical codes as required by the city building division.

## Article VI. Administration and Enforcement

### 25-16 Planning Divisions.

Planning division is authorized to process applications for sign permits and enforce and carry out all provisions of this chapter through a memorandum of understanding (MOU) between the TRPA and the city. The division is authorized to promulgate regulations, interpretations and procedures consistent with this function.

[The division is empowered, upon presentation of proper identification, to enter or inspect any building, structure, or premises in the city for the purpose of inspection of a sign. Should potential building and/or electrical code problems occur in this inspection, the division is authorized to request the building division to inspect the sign for possible building and electrical code violations in accordance with applicable provisions of state and federal law.]

### 25-17 Application for Permits.

Application for a sign permit for the erection, relocation, or change of copy shall be approved by the planning division upon a form provided by the division. Incomplete applications shall result in the immediate return of the application to the applicant without a decision.]

### 25-18 Permit Fees.

All applications for a sign permit shall be accompanied by the payment of a fee based upon the city council adopted fee schedule. Failure to provide the fee at the time of application submittal shall result in the immediate return of the application to the applicant without a decision.]

### 25-19 Permit Issuance.

The division staff shall issue a sign permit for the erection, relocation, or change of copy provided it is in receipt of a valid application (including fee) and provided the sign conforms to all applicable laws and regulations of this chapter.]

### 25-20 Revocation.

The division may revoke a sign permit for any false statement or misrepresentation of fact in the application. Any sign which has been erected, relocated, change of copy or color, based upon a false statement or misrepresentation, shall be considered an illegal sign and subject to the terms and conditions of this chapter.

### 25-21 Inspection Upon Completion.

Any person erecting, relocating, changing copy or color, for which a sign permit has been issued, shall notify the division when the work has been completed. The division shall inspect the sign for conformance with the permit. This inspection shall not relieve the applicant from obtaining any other inspection from other divisions or agencies.

**25-22 Exceptions**

A. Exceptions to those design standards contained in Article IX and X of this chapter may be allowed, provided the following findings can be made:

1. The situation exists whereby strict application of the standard is unfair and infeasible to the applicant; and

2. The exception is in harmony with the purpose and intent of this chapter; and

3. The approval of the exception will not have a significant effect upon other property owners or occupants of property in the vicinity; and

4. The exception produces benefits equal to the benefits contained in this chapter.

B. In granting each exception the planning division staff may attach additional conditions necessary to carry out the spirit and purpose of this chapter in the public interest, including, but not limited to:

1. Removal of other nonconforming signs.

2. Copyrighted colors on logos. Those logos which do not conform to the standard with regard to color contrast would be allowed if the logo is placed on a dark background which would not be less than 40 percent of the sign area.

3. Reduction in sign area. This may involve the reduction in sign area for freestanding or building signs. The proposals which reduce the sign area for those signs that are visible from the scenic corridor shall provide more mitigation than those which are not.

C. A scenic analysis shall be required for any exception on a scenic threshold travel unit or recreation area. Those exemptions not on a scenic threshold travel unit or recreational area may require a scenic analysis.

D. Designated locally unique signs pursuant to Section 25-23 may be granted exceptions in order to preserve their locally unique attributes.

**25-23 Locally Unique Signs.**

i. A business or property owner may apply to have a sign designated as a “locally unique” sign. The application shall be made to the city planning division on a designated form and include a fee set by the planning division fee schedule.

ii. The application will be considered by the city planning commission. Approval will be based on the following criteria:

a. The sign is in good condition and is in compliance with all building and safety code requirements;

b. The sign has historically been well maintained;

c. The sign advertises a business that is currently in operation and/or products or services currently provided by that business;

d. The sign does not degrade the scenic quality of the area;

e. The sign does not impede existing, or planned for, vehicle, transit, bicycle, or pedestrian circulation;

f. The sign demonstrates a creative and unique design or construction technique;

g. The sign is a widely recognizable icon or landmark within the city.

iii. The decision of the planning commission regarding the locally unique sign application shall be final and binding and applicant may not appeal this decision to any other decision making body.

**25-24 Partial Compliance to Nonconforming Signs.**

Modifications to existing nonconforming signs that bring a sign closer to compliance with this chapter shall be permitted provided:

i. The property owner has not received notification of a violation of this chapter or notification of nonconforming sign compliance requirements;

ii. The sign does not create a safety hazard as determined by the city manager or his/her designee;

iii. The sign is in good aesthetic condition as determined by the city manager or his/her designee; and

iv. The property owner enters into a signed written agreement with the city agreeing that the sign will be brought into full compliance within five years from the date of enactment of this amended ordinance and that failure to do so shall result in enforcement proceedings as set forth in this chapter.

**25-25 Violations.**

A. Signs Displayed Without a Permit and Modifications to Existing Signs Without a Permit. If any sign is or has been installed or placed on any property prior to the receipt of a required city sign permit, it is in violation of this chapter. Signs in violation of this chapter shall be removed within 10 days of notification of the violation to the property owner. If not removed according to the notice, a monetary penalty shall be required pursuant to the planning division fee schedule. The payment of the penalty shall not relieve any person of any other requirements or penalties within this chapter.

B. Installed Signs Existing Prior to May 1, 1994 (Previously Legal Nonconforming). Signs not brought into compliance within 90 days of city notification to the property owner that the amortization period for legal nonconforming signs has expired (expired May 2009) and legal nonconforming signs shall therefore be brought into compliance with this chapter. Failure to bring signs into compliance according to the notice will result in a monetary penalty pursuant to the planning division fee schedule.

**25-26 Appeals.**

Decisions of city staff on the approval or denial of a permit or determination of violations of this chapter may be appealed to the planning commission within five days of receipt of notification of the decision. The decision of the planning commission shall be final and binding and the applicant may not appeal this decision to any other decision-making body.

The following additional appeals procedures shall apply only to locally unique signs (SLTCC 25-23): The final decision of the planning commission may be appealed to the city council. Notice of appellant's intent to appeal to the city council shall be served upon the city clerk in writing no later than five days following the planning commission's decision.

**Article VI. Conflict, Severability and Effective Date**

**25-27 Conflict.**

~~If any portion of this chapter is found to be in conflict with any other provision of any zoning, building, fire, safety, or health ordinance of the city code, the provision which establishes the more restrictive standard shall prevail.]~~

**~~25-28 Severability.~~**

~~If any section, subsection, sentence, clause, or phrase of this chapter or its application to any person or circumstance is held invalid by the decision of any court of competent jurisdiction, the remainder of this chapter or the application of the provision to other persons or circumstances is in effect and shall remain in full force and effect.~~

**~~Article VIII. Sign Design Standards~~**

**~~25-29 Applicability.~~**

~~The following design standards are applicable to all signs erected, relocated, or change of copy within the city, including the community plan areas unless the community plan has a standard specific to the area.~~

~~These standards have been developed to improve the scenic quality ranking of the scenic corridor.~~

**~~25-30 Copy.~~**

~~A. **Standard.** This chapter shall not regulate the copy message.~~

~~**Guideline.** Copy should be simple to read and limited to six to eight words, and denote the name and type of business or services rendered; using copy to display menus, products and the like adds to the complexity of the copy.~~

~~B. **Standard.** In Section 13531 et seq. of the Business and Professions Code, which regulates motor fuel price signs, the following shall be required:~~

~~1. The sign shall not advertise more than three major grades of motor vehicle fuel offered for sale (propane is not considered a motor vehicle fuel).~~

~~2. The numerals designating the price of motor fuel shall be the minimum size as allowed under Section 13531 et seq. of the Business and Professions Code.~~

~~C. **Standard.** Sign area containing copy required by law (such as state required gas prices, security exchange commission (NASAD)) will not be deducted from the maximum allowable sign area, provided the copy does not exceed the minimum size requirements of the law.~~

~~D. **Standard.** Any increase in sign area copy beyond what is required by law is allowable provided the additional area is deducted from the appropriate BRB.~~

~~E. **Standards** for Tourist Accommodations Only.~~

~~1. **Standard.** The display of amenities and affiliations provided shall be limited to the list of city-approved symbols based on The Symbol Sourcebook. Should a symbol not exist then the city shall determine the appropriate symbol and include it in the list of city-approved symbols. The symbols shall be 12 inches by 12 inches and located in the bottom one-third of the sign face. Copy is not permitted in lieu of the symbols. (See Exhibit 1.)~~

~~**Guideline.** The uniform symbols are intended to provide the public a consistent and easily understood set of amenities and affiliation symbols throughout the city and to also reduce the copy on signs.~~

~~In the design of the sign face, owners should allow for change of symbols, keeping in mind that the chapter does not allow changeable copy signage.~~

For example, on internally illuminated signs, the symbols could be made of vinyl attached to the face. Should the owner desire to change the symbol, it could be done by simply changing the one vinyl symbol.

2. **Standard.** The vacancy/no vacancy signage shall be limited to a maximum height of letters of six inches.

**Guideline.** If exposed fluorescent tubing direct lighting is to be used for vacancy/no vacancy, the color red is suggested, as it is most visible as well as provides the public with a consistent color and symbol.

**25-31 Lighting.**

A. **Standard.** All illuminated signs shall have either or both indirect or diffused lighting.

**Guideline.** Indirect backlighting of individual letters is the encouraged method of sign illumination.

B. **Standard.** Indirect lighting sources shall be shielded to prevent the light source from being visible from a public right-of-way or adjacent property.

**Guideline.** Methods that can be used include an enclosure that extends past the light source sufficiently that will channel the light onto the sign face and not spill light to other areas. Landscape materials and mounding may also be used. Approval of the shielding method and its design will be based on how well the standard is met.

C. **Standard.** The intensity of lighting shall not create a visual hazard to the public.

D. **Standard.** All internally illuminated signs shall have a background which transmits a limited amount of light. (For the standard, see SLTCC 25-34, Color.)

**25-32 Landscaping.**

A. **Standard.** All freestanding signs shall be placed wholly within a landscaped area. The minimum landscape area shall be equal to the city standard setback, and across the property frontage, excluding driveways. Should a sign not be located within the standard property setback, the sign shall be placed in a landscape island. The island shall have a minimum depth from each sign face/edge of 10 feet. (Also see SLTCC 5-24, Landscaping. Planning commission design manual shall apply.)

**Guideline.** See the city design manual and SLTCC 5-24.

B. **Standard.** In the event that the landscaping provisions cannot be met as they pertain to freestanding signs, because of the physical limitations of the property, the staff may grant an exception under SLTCC 25-22, Exceptions.

Multiple partial compliance applications may be approved prior to the required compliance deadline; however, additional new measures towards compliance must be provided for each application.

C. **Standard.** A security deposit for the installation of the required sign landscaping may be allowed by the staff based on the winter ground disturbance prohibition from October 15th through April 30th of each year. Staff may place conditions, as appropriate, to ensure timely compliance.

**25-33 Construction.**

A. **Standard.** All supporting devices and braces shall be an aesthetic contribution to the sign structure and not a utilitarian appendage to hold up a sign, e.g., angle iron, pipes, guy wires are not allowed.

B. **Standard.** Freestanding signs shall be supported by two or more poles/supports or a monument base.

**Guideline.** The use of monument bases in conjunction with low-profile signs is encouraged.

**25-34 Color.**

A. **Standard.** Internally illuminated signs shall have backgrounds of a dark color, or opaque material which does not transmit light. If opaque, only the individual letters and/or symbols may be illuminated. Under day and night lighting conditions, the copy on internally illuminated signs shall be lighter than the background.

**Guideline.** Natural wood and high density foam core signs which can be carved and painted consistent with the design standards, including dark backgrounds, are also encouraged.

B. **Standard.** Externally illuminated signs may be any color background and copy except for bright neon colors (fluorescent) and reflective colors, which are prohibited.

**Guideline.** Bright colors are generally discouraged on signs except when used as accent colors.

C. **Standard.** The color standard shall not apply to nationally registered trademarks if the color is a part of the trademark. If the trademark only pertains to the copy, then the copy shall be placed on a city approved background color. The minimum background shall be 40 percent of the sign area.

**Guideline.** The use of trademarks on natural backgrounds is encouraged.

**25-35 Sign location.**

A. **Standard.** The maximum height of a roof sign shall not exceed 15 feet from grade and shall be placed within a sign dormer.

For building signs more than 50 feet from the property line, no sign shall be mounted on the roof of a building or mansard roof, unless the sign is placed on a "sign dormer" which is located within the bottom one-half of the roof, as seen in elevation.

**Guideline.** "Sign dormers" should be designed as an architectural element and materials should be compatible with the building. Buildings with flat roofs should construct a new roof to accommodate a roof dormer for signage. The minimum roof slope should be 5:12.

Individual letter signs should be used within "sign dormers" as they do not dominate the roof as do "canned" signs.

C. **Standard.** In the design of new buildings and major remodels, all improvements subject to design review shall identify signage locations.

**Guideline.** Architectural details of a building often suggest locations, size or shape of signs. Signs should complement the building and not be considered after the building is designed.

C. **Standard.** One freestanding sign shall be permitted per the street frontage or project area. Additional freestanding signs are only permitted on parcels or project areas on which there are more than one licensed business. In such circumstances, multiple freestanding signs shall only be permitted if each sign is at least 100 feet apart and each sign complies with all other provisions of this chapter.

1. Distance between freestanding signs shall be a minimum of 100 feet apart.

D. **Standard.** The location (setback) of a freestanding sign is subject to the maximum height allowed per the following setback chart, but in no case shall a sign be closer than five feet, zero inches to a property line.

**Guideline.** Where possible a low-profile sign is encouraged.

| **Freestanding Sign Setback** | **Height** |
|---|---|
| 13 or less | 10.00 |
| 14 | 10.25 |
| 15 | 10.50 |
| 16 | 10.75 |
| 17 | 11.00 |
| 18 | 11.25 |
| 19 | 11.50 |
| 20 | 11.75 |
| 21 | 12.00 |

25-36 Multiple Business Complex.

Repealed by Ord. 888.

25-37 Sign height.

A. **Standard.** For freestanding signs, see SLTCC 25-35.

B. **Standard.** For all other signs, including window signs and banners:

1. If a single story building is located within 50 feet of the property line, the maximum sign height shall be 15 feet, measured from grade.

2. If a single story building is greater than 50 feet, the maximum sign height shall be 25 feet.

C. **Standard.** For multi-story buildings, a building sign height over 15 feet is allowed, up to a maximum of 25 feet.

25-38 General Sign Design.

All signs should promote the city value of enhancing the unique beauty of Lake Tahoe by adherence to a high aesthetic quality and professional construction standards.

**Article IX. Sign Area Formula City-Wide**

**25-39 Introduction.**

Signage is a very complex problem. A number of factors guide the process of sign regulation. These factors include legal constraints of local, state, and federal laws as well as factors such as topography, traffic speed and local demographic makeup.

Basic to the use of signs is the communicative aspect of signage, which in many cases is the only viable and cost effective means of advertising the presence of a business. It is this aspect that complicates the development of a sign ordinance as it is impossible to predict the communicative needs of all businesses. The rules that are developed may or may not serve the communicative needs of the sign user and the community.

This sign chapter will allow the individual business owners the flexibility to develop a sign package that will meet their own individual communication needs, within a framework that will be sensitive to the local environment.

**25-40 Concept.**

Each business and multiple business complex (MBC) has a computed sign budget. From this budget, the business owner has the flexibility to apply the budget to freestanding and/or one or more building signs.

A. **Standard.** The area of each sign face shall be calculated to determine sign area. For example, a freestanding sign, at right angles to the road with each sign face being 20 square feet, has a total area of 40 square feet.

**25-41 Computing the Sign Area.**

The calculation is a two-step process.

A. The first step is to establish the base reference budget (BRB) for the business or MBC.

B. The second step is to calculate the individual sign area for each freestanding and building sign.

These steps are translated into the following formulas:

For Step 1, calculate the BRB for signage identifying a business

$$BRB = C \bullet D(\sqrt[2.5]{A + 80})$$

Where

A = Area of business floor space (feet)

C = 1.1 for businesses not located in a multiple business complex

= 0.9 for businesses in a multiple business complex where signage is (or will be) provided to identify the complex

= 1.0 for businesses in a multiple business complex where signage is not (and will not) be provided to identify the complex

D = With respect to principal customer access

= 1.0 where the business is accessed by one street

= 1.41 where the business is accessed by two streets

= 1.73 where the business is accessed by three streets

= 2.0 where the business is accessed by four streets

For Step 1 calculate the BRB for signage identifying a multiple business complex

$$BRB = D(\sqrt[2.5]{A + 80})$$

Where

A = Area of business floor space for the entire complex (feet)

D = With respect to principal customer access

= 0.50 where the business is accessed by one street

= 0.70 where the business is accessed by two streets

= 0.85 where the business is accessed by three streets

= 1.0 where the business is accessed by four streets

1. **Standard.** The BRB used to calculate the sign area for each individual sign of a business when added together shall not exceed the total BRB for that business.
2. **Standard.** The BRB used to calculate the sign area for each individual sign of a multiple business complex when added together shall not exceed the total BRB for that multiple business complex.
3. **Standard.** Freestanding sign area shall be limited to 50 percent of the base reference budget (BRB).

If the project area qualifies for two freestanding signs, no single freestanding sign shall be permitted more than 35 percent of the BRB.

If the project area qualifies for three freestanding signs no single freestanding sign shall be permitted more than 28 percent of the BRB.

If the project area qualifies for four freestanding signs no single freestanding sign shall be permitted more than 25 percent of the BRB.

For Step 2 calculate the sign area for an individual sign.

$$\text{new sign area} = \frac{(BRB) \bullet V \bullet S}{35} \left(1 + \frac{H}{250}\right)^2$$

Where

S = Vehicle speed limit on the street where the sign is to be viewed from (in miles per hour)

H = Height of the sign (as measure from finish grade to the top of the sign; in feet. Maximum height is 26 feet)

V = Horizontal viewing distance coefficient (as determined by the following chart)

**Setback and Angle Table**

| **Setback Footage** | | **Angle Values** | | | | | |
|---|---|---|---|---|---|---|---|
| Greater Than | Less Than or Equal | 0 to 15 | 16 to 30 | 31 to 45 | 46 to 60 | 61 to 75 | 76 to 90 |
| >5 ft. | < = 50 ft. | 0.50 | 0.60 | 0.70 | 0.80 | 0.90 | 1.00 |
| >50 ft. | < = 100 ft. | 0.55 | 0.65 | 0.75 | 0.85 | 0.95 | 1.05 |
| >100 ft. | < = 150 ft. | 0.60 | 0.70 | 0.80 | 0.90 | 1.00 | 1.10 |
| >150 ft. | < = 200 ft. | 0.65 | 0.75 | 0.85 | 0.95 | 1.05 | 1.15 |
| >200 ft. | < = 250 ft. | 0.70 | 0.80 | 0.90 | 1.00 | 1.10 | 1.20 |
| >250 ft. | < = 300 ft. | 0.75 | 0.85 | 0.95 | 1.05 | 1.15 | 1.25 |
| >300 ft. | < = 350 ft. | 0.80 | 0.90 | 1.00 | 1.10 | 1.20 | 1.30 |
| >350 ft. | < = 400 ft. | 0.85 | 0.95 | 1.05 | 1.15 | 1.25 | 1.35 |
| >400 ft. | < = 450 ft. | 0.90 | 1.00 | 1.10 | 1.20 | 1.30 | 1.40 |
| >450 ft. | < = 500 ft. | 0.95 | 1.05 | 1.15 | 1.25 | 1.35 | 1.45 |
| >500 ft. | | 1.00 | 1.10 | 1.20 | 1.30 | 1.40 | 1.50 |

These formulas have been incorporated into a computerized spread sheet program. The spread sheet format will permit the applicant the ability to easily adjust and manipulate the various factors to see what is the best signage package for the business or multiple business complex. (Exhibit 4.)

~~As an alternative to the computer, a manual worksheet has been developed to accomplish the same result. (Exhibit 5.)~~

~~C. The following shall not be considered sign area:~~

~~1. Pedestrian signs;~~

~~2. Temporary signs;~~

~~3. Temporary window signs;~~

~~4. Sign embellishments; and~~

~~5. Appurtenant signs.~~

## Article X. Tourist Core Area Plan Provisions

### 25-42 Purpose.

The purpose of this section is to augment the city-wide sign ordinance with a set of specific design standards tailored to meet the urban design plan for the Tourist Core Area Plan.

~~**25-43 Scope.**~~

~~The Tourist Core Area Plan is composed of two parts:~~

~~A. The redevelopment plan area; and~~

~~B. The area outside the redevelopment plan area. (See Exhibit 2.)~~

~~Within the redevelopment plan area all the sections of the city-wide sign ordinance apply, however, Article VIII, Sign Design Standards, has been augmented with additional standards in SLTCC 25-44.~~

~~Within the area outside the redevelopment plan area, all the sections of the city-wide sign ordinance apply.~~

### 25-44 Redevelopment Sign Design Standards.

The following redevelopment sign design standards shall apply to the redevelopment plan area only. Should a conflict arise between the city-wide standards contained within Article VIII and the following standards, the redevelopment sign design standards shall apply.

A. **Standard.** Redevelopment plan area definitions:

1. Mainstreet District. This district is generally described as being located in the Stateline core area, along both sides of U.S. Highway 50, between Park Avenue/Heavenly Village Way and the California/Nevada state line and between Bellamy Court and Cedar/Friday/Laurel Avenues. (~~See city staff for precise boundaries~~See figure below.)

This district is oriented around intense pedestrian activity. As a result, the sign standards are reflective of a pedestrian environment: no freestanding signs are allowed; only building, landscape, wall and window signs are allowed.

2. Transitional District. This district is generally described as being located along both sides of U.S. Highway 50, adjacent to the Mainstreet district, between the California Loop Road diversion and Park Avenue/Heavenly Village Way and the North Loop Road and a line westerly of the extension of Cedar Avenue. (See ~~city staff for precise boundaries~~figure below.)

This district is characterized as being both pedestrian and automobile oriented. As such, the sign standards are sensitive to both traffic modes, but will only permit those freestanding signs that are low profile signs.

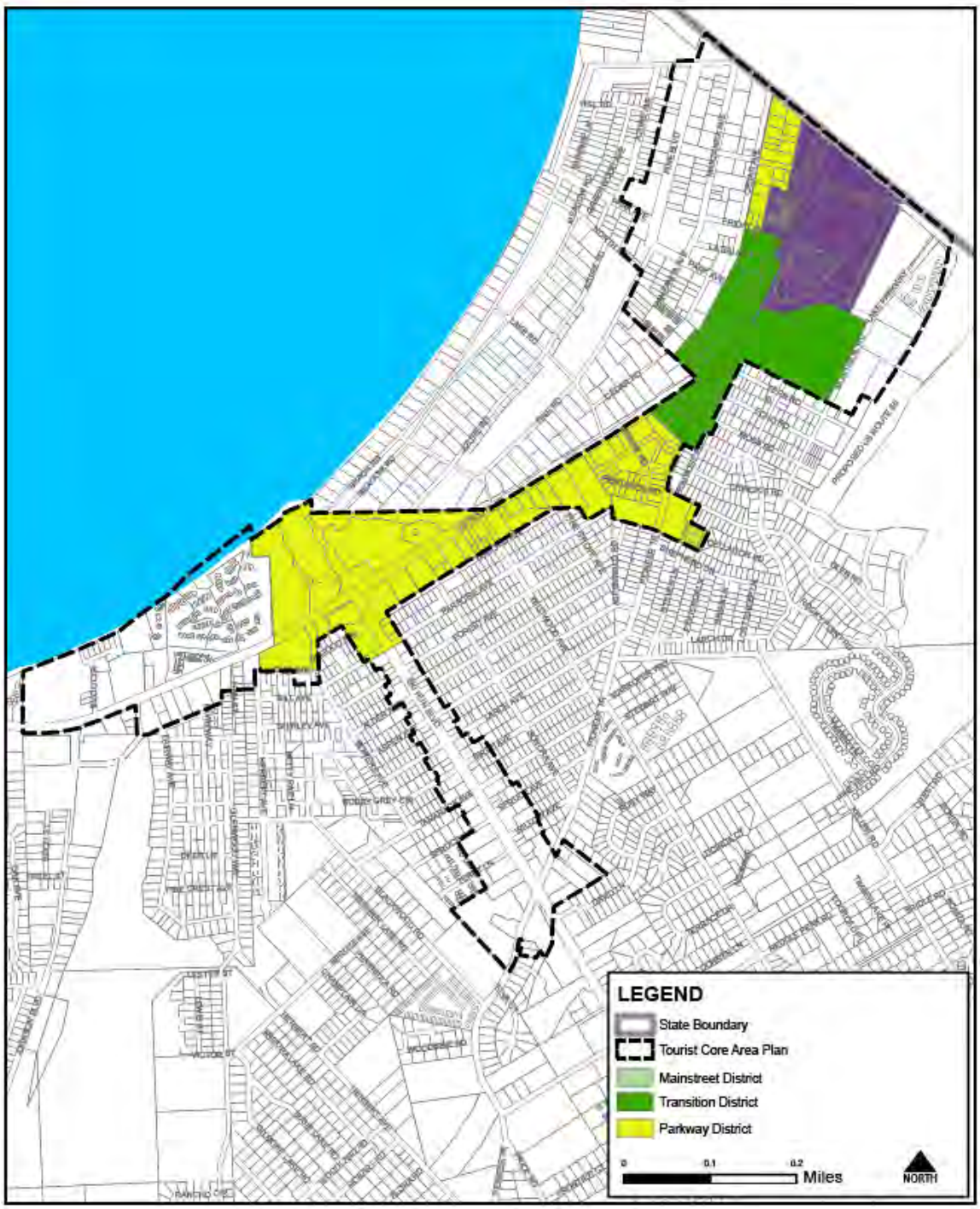
3. Parkway Districts. These districts are generally located:

   a. Along both sides of U.S. Highway 50 for the depth of the commercial property, from Herbert Avenue to the California Loop Road diversion;

   b. Along Ski Run Boulevard for the depth of the commercial property from U.S. Highway 50 to Paradise Avenue;

   c. Within the Lakeside Motel district between Laurel Avenue and Cedar Avenue and Friday Avenue to Stateline Avenue. (See ~~city staff for precise boundaries~~figure below.)

      The Parkway districts are characterized as automobile oriented and permit both freestanding and building signs.


LEGEND
State Boundary
Tourist Core Area Plan
Mainstreet District
Transition District
Parkway District
0
0.1
0.2
Miles
NORTH

B. **Standard.** All legal nonconforming signs shall be brought into conformance with this chapter when:

1. Refer to Article VI of this chapter for compliance triggers; or
2. A major remodel of a structure occurs, such as adding units or additional square footage is constructed; or
3. Curb, gutter, and sidewalks are constructed adjoining the property.

D. **Standard.** All redevelopment signs shall comply with the following color standards:

1. All copy appearing on a building, freestanding or window sign shall be placed on a dark background to create a contrast. Under day and night lighting conditions, the copy shall be lighter than the background.
2. The copy may be any color except for bright neon colors (fluorescent) and reflective colors, which are prohibited.

   **Guideline.** Bright colors are generally discouraged on signs except when used as accent colors.
3. The color standard shall not apply to nationally registered trademarks if the color is a part of the trademark. If the trademark only pertains to the copy, then the copy shall be placed on a city approved background color. The minimum background shall be 40 percent of the sign area.

   **Guideline.** The use of trademarks on natural backgrounds is encouraged.

**25-45 Mainstreet District.**

A. **Standard.** Freestanding signs shall not be permitted. (Note: Landscape wall signs, as defined, are not considered to be freestanding signs, but are counted as building signs.)

1. Exception: The Park Avenue/Heavenly Village Way and the Bellamy Court frontages in the Mainstreet district are allowed freestanding signs. The design standards for this exception sign are:
   a. Materials: Stone retaining wall matching the architectural stone with metal lettering on a rectangular solid background. Metal letters may be applied directly to the stone wall as an option. No can signs allowed.
   b. Letter height: Up to two feet, zero inches.
   c. Wall height: Up to four feet, zero inches, unless in a defined clear zone, in which case the sign can be up to three feet, zero inches.
   d. Sign area: Maximum of 20 square feet per sign face for a maximum of 40 square feet. The height and width of the solid backdrop on which the letters are attached shall be used to compute the sign area. The stone wall, on which the solid backdrop is attached, shall not be counted as sign area.
   e. Installation method: Concrete footing.
   f. Lighting: Up-lighting from nonvisible source on ground or back-lighted individual letters onto solid backdrop.
   g. Sign Orientation: Either parallel or up to 90 degrees to the center lne of the street.
   h. Number allowed – Major buildings:
      i. Mountain Side.

1. Grand Summit Hotel: One on-site freestanding sign on Heavenly Village Way.
2. Timber Lodge: One on-site freestanding sign on Bellamy Court.

ii. Lake Side.

1. None.

i. Purpose: To allow some auto-oriented signage in the non-intensive pedestrian public space, while maintaining a pedestrian scale for the sign.

With the following exception:

Two freestanding area identification signs conforming to the exemption standards contained in SLTCC 25-12(B)(2), may be located as follows:

i. Mountain Side.

1. One on the southeast corner of U.S. Highway 50 and Park Avenue/Heavenly Village Way;

ii. Lake Side.

1. One on the northwest corner of U.S. Highway 50 and Stateline Avenue.

B. **Standard.** Landscape wall signs: The design standards for a landscape wall sign are:

1. Materials: Stone retaining wall matching the architectural stone with metal lettering on a rectangular solid backdrop. Metal letters may be applied directly to the stone wall as an option. No can signs allowed.
2. Letter height: Up to two feet, zero inches.
3. Wall height: The wall on which the sign is placed shall not exceed four feet, zero inches, unless in a defined clear zone, in which case the wall can be up to three feet, zero inches.

   Exception: If the wall is a part of a structural element to facilitate the use of the site, i.e., a retaining wall, the wall height shall be as high as deemed appropriate by an engineer to accomplish the wall's purpose. As a part of the sign permit, conditions may be imposed to ensure a pedestrian scale is maintained for the wall, including terracing or other landscape features.
4. Sign area: Maximum of 40 square feet. This is a total maximum square footage for the sum of all landscape wall and building signs on the parcel. The height and width of the solid backdrop on which the letters are attached shall be used to compute the sign area. The stone wall, on which the solid backdrop is attached, shall not be counted as sign area.
5. Installation method: Concrete footing.
6. Lighting: Up-lighting from nonvisible source on ground or back-lighted individual letters onto solid backdrop.
7. Sign orientation: Only parallel to the centerline of the street.
8. Number allowed – Major buildings:

   a. Mountain Side.

      i. One for the Timber Lodge.

      ii. One for the Gondola.

      ii. One for Cecil's Market.

      iv. One for the transit center.

v. One for the Grand Summit on U.S. Highway 50.

b. Lake Side.

i. One for the Convention Center.

ii. One for Project A.

iii. One for Project B.
iv. One for Stardust Timeshare.

9. Purpose: To not have a proliferation of freestanding signs along the highway corridor but rather have those signs which are a part of a landscape feature, such as a retaining wall, be allowed to incorporate signage. If the sign is not a part of a landscape feature, then the sign may be permitted, provided it is integrated into the landscape so as not to be a dominant sign form. Such integration shall include such items as pedestrian amenities such as pedestrian seating, water feature, art, boulders or the use of landscape material to frame and soften the sign from all sides.

C. **Standard.** Building signs: There are two types of building signs: (1) those which provide secondary identification to the major buildings, and (2) those which identify the individual businesses.

The design standards are:

1. Secondary Identification of Major Buildings.

a. Materials: Signs may be metal or wood. No can signs allowed.

b. Letter height: Up to one foot, two inches.

c. Sign height: Up to 15 feet.

d. Sign area: Maximum of 40 square feet. This is a total maximum square footage for the sum of all landscape wall and secondary identification of major building signs on the parcel.

e. Installation method: Flush attachment to building wall and avoid contrasting attachment anchors.

Exception: The parking garage building sign may use a projecting sign in lieu of a sign attached flush to building wall.

f. Lighting: Down-lighted from nonvisible source on building wall or back-lighted individual letters onto solid backdrop.

g. Sign orientation: Varies depending on building wall orientation.

h. Number allowed – Major buildings:

i. Mountain Side.

1. Four for the Timber Lodge.

2. Two for Cecil's Market.

3. Two for the transit center.

4. None for the Gondola.

5. Two for the Grand Summit Hotel.

6. One for the cinema.

7. One for the parking garage.

ii. Lake Side.

1. Two for Project A (one on U.S. Highway 50 and one on the public space).
2. Two for Project B (one on U.S. Highway 50 and one on the public space).
3. Two for the Stardust Timeshare Hotel.

i. Purpose: To provide pedestrian level identification for major buildings in the project site.

2. Individual Businesses. There are three types of individual business signs: (a) those which provide identification to businesses with an elevation sign to be viewed from the street and sidewalks, (b) those which provide identification to businesses from within the pedestrian space under the canopy of the building arcade, and (c) a three-dimensional icon placed on a column of the building arcade.

a. Elevation Signs.

i. Materials: Signs may be metal or wood with a minimum edge thickness of two inches; no can signs will be permitted.

ii. Letter height: Up to nine inches.

iii. Sign height above ground: Varies depending on the arcade fascia.

iv. Sign area: In place of the formula, the sign area is regulated by the uniform backdrop dimensions of a height of one foot, eight inches and a length of 12 feet, zero inches (20 square feet).

v. Installation method: Signs shall be hung from the soffit board of the arcade. See city planning for criteria.

vi. Lighting: Down-lighted from nonvisible source from arcade wall or back-lighted individual letters. See city planning for criteria.

vii. Sign orientation: Parallel to arcade.

viii. Number allowed: One for each tenant space.

ix. Purpose: To provide business locations with a building sign (elevation) that can be viewed from the street and sidewalk.

b. Under-Canopy Projecting Arcade Sign.

i. Materials: Signs may be metal or wood; no can signs will be permitted.

ii. Letter height: Variable; typical is six inches.

iii. Sign height: Bottom of sign is no lower than eight feet from sidewalk, nor higher than 15 feet.

iv. Sign area: In place of the formula, the sign area is regulated by the uniform backdrop dimensions of a maximum height of two feet, zero inches and a maximum length of three feet, six inches (each side is seven square feet for a total of 14 square feet)..

v. Installation method: Signs shall be attached to and hung at 90 degrees to the wall of the building. The mounting brackets shall be strong enough to prevent sagging over the life of the sign.

vi. Lighting: None. The arcade lighting will illuminate the sign or back-lighted individual letters.

vii. Sign orientation: 90 degrees to the building wall on which it is attached.

ix. Number allowed: One for each tenant space.
x. Purpose: To provide identification to businesses from the pedestrian space under the canopy of the building arcade.

c. Icon Sign

i. Materials: Icon may be metal, plastic or wood.

ii. Letter height: No letters unless they are a significant and integral element of the icon, such as the letters ABC on a child's building block.

iii. Sign height: Bottom of sign is no lower than eight feet from sidewalk, nor higher than 15 feet.

iv. Sign area: In place of the formula, the icon shall wholly fit within an imaginary cube with a maximum height of one and one-half feet, a maximum width of one and one-half feet and a depth of one and one-half feet. For the purpose of computing sign area, only the one dimensional plane shall be used. Therefore, the icon sign area shall be computed in the same manner as an under-canopy projecting sign, i.e., a double-sided sign (each side is two and one-half square feet for a total of five square feet).

v. Installation method: The icon shall be attached to the building arcade support column. The mounting brackets shall be strong enough to prevent sagging over the life of the sign.

vi. Lighting: None.

vii. Sign orientation: 90 degrees to the building arcade support column and oriented to the street or the sidewalk side of the arcade canopy and not oriented to the pedestrians under the arcade canopy.

viii. Number allowed: One for each tenant space.

ix. Purpose: To provide iconic identification to businesses in a whimsical and entertaining manner creating a festive character to the pedestrian streetscape environment.

D. Standard. In addition to the building signs allowed in subsections A, B and C of this section, a computer-controlled variable message electronic sign is allowed in the Mainstreet sign district, subject to the following:

a. Materials: Sign materials are subject to the city-wide design standards in Article VIII.

b. Letter height: Sign letter height is subject to the city-wide design standards in Article VIII.

c. Sign height: Maximum height is 25 feet.

d. Sign area: Sign area is a maximum of 80 square feet. The unused portion of the 80 square feet area shall not be transferred to other building signs allowed in subsections A, B and C of this section. The 80 square feet area may be split into multiple sign faces subject to the public hearing process.

e. Installation method: Flush attachment to building wall and avoid contrasting attachment anchors.

f. Lighting: Sign lighting is subject to the city-wide design standards in Article VIII.

g. Sign orientation: Varies depending on building wall orientation.

h. Number allowed – Major buildings:

i. Mountain Side.

1. None.

ii. Lake Side.

1. One for the Convention Center.

i. Purpose: To provide identification for activities within the Convention Center.

j. Other.

i. The message and sign area illumination must remain constant, except for that period of time when the message is being changed. The rate of copy change shall not exceed four message changes per one-hour period.

ii. A public hearing and notice to surrounding property owners, including environmental documentation, shall be required for all computer-controlled variable message electronic signs. This public hearing is required irrespective of whether the sign needs an exception to any design standards contained in Articles VIII and X (see SLTCC 25-49, Exceptions).

iii. The intent of a computer-controlled variable message electronic sign is to convey a written message. The intent does not include a graphic and/or written message which includes motion, such as a television.

E. Standard. Seasonal graphics are allowed subject to the following:

1. All the public infrastructure has been installed according to a city approved master streetscape plan, including curbs, gutter, sidewalks/bike trails, landscaping and street lights;

2. All the signs are in conformance with the city sign ordinance and the building design and improvements are in conformance with the city design standards;

3. The light standard is designed to accept the seasonal graphic;

4. There is a business association in place;

5. Conform to the following:

a. Materials: Fabric, metal or wood; no can signs will be permitted;

b. Letter height: Not applicable;

c. Sign height: Bottom of graphic is no lower than eight feet from sidewalk, nor higher than 15 feet;

d. Sign area: A maximum length of four feet, zero inches and a maximum width of one foot, six inches;

e. Installation method: Signs shall be attached to the light pole on city building division approved mounting brackets to prevent bending from wind and snow loads over the life of the brackets;

f. Lighting: None. The streetlight will provide illumination;

g. Sign orientation: 90 degrees to the street;

h. Number allowed: Maximum of two per light pole;

i. Purpose: To provide a festive character to the pedestrian streetscape environment;

6. Have city planning approval to ensure compliance with these provisions prior to installation.

**25-46 Transition District.**

A. **Standard.** The maximum height of freestanding signs shall be limited to low-profile signs (see SLTCC 25-4, Definitions, for low profile).

1. Exception: Multiple business complexes in which the primary tenant is a major grocery store and set back a minimum of 150 feet from the front property line shall be allowed to have freestanding signs with heights consistent with the city sign formula.

B. **Standard.** The maximum area allowed in the Transitional district shall be 80 square feet.

1. Exception: Multiple business complexes in which the primary tenant is a major grocery store and set back a minimum of 150 feet from the front property line shall be allowed to have freestanding signs with sign areas consistent with the city sign formula. The design standards for this exception sign are:

a. Materials: Signs to be constructed of stone, metal and wood; no can signs will be permitted.

b. Letter height: Variable.

c. Sign height: Based on city sign formula.

d. Sign area: Based on city sign formula.

e. Installation method: Concrete footer with steel framing.

f. Lighting: Down-lighting from nonvisible light source on the freestanding sign.

g. Sign orientation: Variable, based on city sign formula.

h. Number allowed: Two; one on U.S. Highway 50 and one on Park Avenue.

i. Purpose: To provide tenant information for the neighborhood retail project.

C. **Standard.** The maximum building sign area shall be 40 square feet.

1. Exception: Multiple business complexes in which the primary tenant is a major grocery store and set back a minimum of 150 feet from the front property line shall be allowed to have building signs with sign areas consistent with the city sign formula. The design standard for this exception sign is:

a. Materials: Two-inch thick by 18- to 24-inch high, internally illuminated Plexiglas faced individual channel aluminum letters.

b. Letter height: Variable.

i. Major grocery store: Store name, up to four to eight feet; secondary uses, up to 24 inches.

ii. Major tenants' names: Up to 30 inches.

iii. Other tenants' names: Up to 18 inches.

c. Sign Height.

i. Major grocery store: Store name, up to 25 feet; secondary uses, up to 15 feet.

ii. Major tenants' names: Up to 15 feet.

iii. Other tenants' names: Up to 15 feet.

d. Sign area: Based on city sign formula.

e. Installation method: Letters affixed to a six by six painted channel raceway sandwiched between two arcade beams. See concept sketch.

f. Lighting: Internally illuminated channel letters.

g. Sign orientation: Varies depending on arcade orientation.

h. Number Allowed.

i. Major grocery store: Three.

ii. Major tenants: One for each tenant space.

iii. Other tenants: One for each tenant space.

i. Purpose: To provide tenant information for the neighborhood retail project.

**25-47 Parkway Districts.**

A. **Standard**: The maximum freestanding sign area allowed in the Parkway District shall be 80 square feet. The maximum building sign area shall be 40 square feet.

Exception: The signs for Hotel B of project 3 shall conform to the Mainstreet District signage standards as outlined in SLTCC 25-5

**Guideline**: The signs on Ski Run Blvd. should be limited to low profile signs to convey a pedestrian scale.

**25-48 Sign Area Formula – Redevelopment Plan Area.**

A. Mainstreet District. The formulas within Article IX are maintained, however, the standards contained in Article X take precedence over the city-wide ordinance and standards.

B. Transitional District. The formulas within Article IX are maintained, however, the standards contained in Article X take precedence over the city-wide ordinance and standards.

C. Parkway Districts. The formulas within Article IX are maintained, however, the standards contained in Article X take precedence over the city-wide ordinance and standards.

**25-49 Exceptions.**

A. In addition to those exemptions noted within this chapter, the only other exceptions allowed are those design standards contained in Articles VIII and X of this chapter, provided the following findings can be made:

1. The situation exists whereby strict application of the standard is unfair and infeasible to the applicant; and

2. The exception is in harmony with the purpose and intent of this chapter; and

3. The approval of the exception will not have a significant effect upon other property owners or occupants of property in the vicinity; and

4. The exception produces benefits equal to the benefits contained in this chapter.

B. In granting each exception the planning division staff may attach additional conditions necessary to carry out the spirit and purpose of this chapter in the public interest, including, but not limited to:

1. Removal of other nonconforming signs.

2. Copyrighted colors on logos. Those logos which do not conform to the standard with regard to color contrast would be allowed if the logo is placed on a dark background which would not be less than 40 percent of the sign area.

3. Reduction in sign area. This may involve the reduction in sign area for freestanding or building signs. The proposals which reduce the sign area for those signs that are visible from the scenic corridor shall provide more mitigation than those which are not.

C. A scenic analysis shall be required for any exception on a scenic threshold travel unit or recreation area. Those exemptions not on a scenic threshold travel unit or recreational area may require a scenic analysis. The city and TRPA shall determine the level and type of scenic analysis.

D. A public hearing and notice to surrounding property owners shall be required for a computer-controlled variable message electronic sign exception(s).

~~H. **Parking, Driveway and Loading Spaces:** See City Code, Chapter 5, Article VIII, Parking, Driveways and Loading Spaces.~~

# Appendix D
# CITY OF SOUTH LAKE TAHOE GREEN BUILDING PROGRAM

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 and the Sustainability Coordinator 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 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

~~**Level 1 – "Priority Plan Check"**~~

~~For residential projects, including new construction, additions and remodels, City staff has drafted a list of "Recommended Green Measures for Residential Projects." These measures are feasible to implement and do not require significant additional investment beyond the mandatory measures of building codes and the CalGreen Code. Additionally, they have a good "bang for the buck" and the City would like to encourage applicants to incorporate them into their residential projects.~~

~~Recommended Green Measures for Residential Projects~~

- ~~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 must 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 must 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.~~

~~Projects that incorporate these measures will be given priority for plan check, by all City Departments over projects that meet only mandatory requirements. An applicant will be required to submit the checklist along with supporting materials, and a signed testimony that the project complies with the measures with the building permit application. Compliance with the recommended green measures would be verified during the plan check and building inspections.~~

~~A fine of $500 would be imposed on projects that, at the time of building occupancy, have not incorporated the green measures but received priority plan check. Funds from the fine would be placed in an account that would be used for City sustainability efforts.~~

~~**Level 2 – "Priority Plan Check, Allocation, and Recognition"**~~

~~As part of this program, it is important to utilize the nationally recognized green building certification systems so that the City's green building success is recognized beyond the City limits. Builders and building owners may also find this important in their marketing efforts. An article in the January 2010 issue of Find Homebuilding magazine emphasized this point when stating that, "builders are looking to certification programs not only because they want to build better homes but also because they want to differentiate themselves from those who aren't building homes of similar quality." Certification provides proof that the home has been built to a widely recognized standard. The article goes on to state that, "certification becomes a powerful marketing tool for builders as well as homeowners who plan to sell their home one day."~~

~~Therefore, the second level of voluntary measures requires third party green building certification. Residential buildings that obtain green building LEED, Energy Star or GreenPoint Rated certification would be eligible for the following:~~

- ~~Projects would receive priority plan check, over all other projects, by all City Departments.~~
- ~~Projects would receive recognition at a televised City Council meeting and on the City Website.~~

~~Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security equal to $10,000 in order 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. If the project is not requesting residential allocation(s) they can still qualify for the other incentives and would need to provide a signed testimony and documentation demonstrating their intent to obtain green building certification with their building permit application and provide final certification prior to occupancy.~~

**COMMERCIAL PROJECT INCENTIVES**

Commercial projects that voluntarily achieve third-party 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

~~There is only one level of incentives provided for Commercial projects, "Priority Plan Check, Allocation, and Recognition."~~

~~Buildings that obtain green building certification LEED certification or an Energy Star Label would be eligible for the following:~~

- ~~Projects would receive priority plan check, over all other projects, by all City Departments.~~

- Residential Commercial projects would have eligible for CFA allocation from the City's unallocated CFA Pool.
- Projects would receive recognition at a televised City Council meeting and on the City Website.

When submitting a Design Review application for a new commercial project, applicants can include a request for Commercial Floor Area (CFA) form the City's unallocated CFA pool. Currently, these requests would require consideration by the City Planning Commission and eligible projects are required to meet the following criteria:

1. Be within an adopted Community Plan Area,
2. Meet the criteria for CFA allocation required by the applicable Community Plan,
3. Meet all applicable design standards,
4. Include the construction of improvements that will benefit the public and community which are more extensive than required by the applicable Community Plan or City Code, and
5. Provide an economic benefit to the community with enough significance to merit the allocation of the City's CFA resource.

This policy for allocation of CFA from the unallocated pool was adopted by the City Council on June 7, 2007. In order to provide CFA as an incentive for green building certification, the policy would be amended to include LEED or Energy Star green building certification as one of the criteria. As part of the Design Review application, the applicant would indicate which certification program they will pursue. Prior to issuing a building permit, documentation that demonstrates pursuit of the certification is required (application for Designed to Earn the Energy Star, or LEED Project Registration). Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security of $1.50 per square foot of the building (minimum security of $10,000) in order to obtain occupancy of 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 a City fund to be used for City sustainability efforts. If the project is not requesting commercial floor area they can still qualify for the other incentives.

## 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.

## GREEN BUILDING CERTIFICATION CRITERIA

Green building certification is required to obtain residential level 2 incentives or commercial incentives. Certification programs that have been found to be nationally recognized and achieve green building goals of the City include, but are not limited to, are the LEED, GreenPoint Rated, and Energy Star programs. For more information on these programs, go to:

LEED: http://www.gbci.org/homepage.aspx
GreenPoint Rated: http://www.builditgreen.org/greenpoint-rated
Energy Star: http://www.energystar.gov/index.cfm

Other green building certification programs are gaining recognition and there will likely be new ones in the future. In order to accommodate this trend, there would be an application process for other green building certification programs to be added to the list of LEED, GreenPoint Rated and Energy Stargreen building certificaitoncertification programs that qualify for the level 2 residential

~~incentives and commercial incentives. The application would be considered by the Planning Commission with a recommendation from the Sustainability Commission.~~

## EDUCATION AND OUTREACH

It is important that knowledge of green building within the community in general be increased. Knowledge of green building and its benefits can reduce utility bills, increase the quality of construction, increase indoor quality, and increase comfort of buildings.

At this time, the following efforts would be feasible for City staff to implement within the next year:

- City publication of Residential and Commercial Green Building Guides – Summer 2010
- Hold a workshop on the CalGreen Code mandatory requirements – Fall 2010
- Prepare a list of green building materials and products for local building and hardware stores and encourage them to carry them in their inventories – Fall 2010
- Establish Green Building Information Center at the Services Center building to provide clearinghouse information on Green Building – Continuous Effort
- South Lake Tahoe Green Building Website with information on green building certification programs and local architects, engineers, contractors, etc. with Green Building credentials or experience – Winter 2010
- Advertising at the Services Center for Green Building education and events put on by other organizations

CITY OF
SOUTH LAKE TAHOE

# NOTICE OF AVAILABILITY /NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE TOURIST CORE AREA PLAN AMENDMENTS

The City of South Lake Tahoe (City) is seeking public comments on a proposed amendment to the Tourist Core Area Plan (TCAP). The City of South Lake Tahoe proposes numerous amendments to the TCAP, specifically:

- Expand the Area Plan boundary to incorporate two developed tourist accommodation parcels located at 3900 and 3918 Pioneer Trail (0.83 acres). See attached map.
- Update various area plan sections: land use, community design and housing; revitalization and economic development; development/design standards; and incorporate general changes throughout to improve consistency with state laws and other existing plans.

The amended plan will serve as a mutual plan for the City of South Lake Tahoe and TRPA by providing direction for how the applicable area shall be regulated to achieve regional environmental and land use objectives. The development standards and the specific policies referenced in the amendments are the land use standards intended to administer and regulate development within the 305 acre boundary of the TCAP.

The City has prepared an Initial Study/ Negative Declaration (IS/ND) for the proposed amendment in compliance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), the CEQA Guidelines. The IS/ND is being circulated for public review and comment pursuant to Section 15073 (a) of the CEQA Guidelines. **The 30-day comment period begins on April 11, 2024, and ends on May 10, 2024**. Comments should be submitted by email to jhitchcock@cityofslt.us or by mail to:

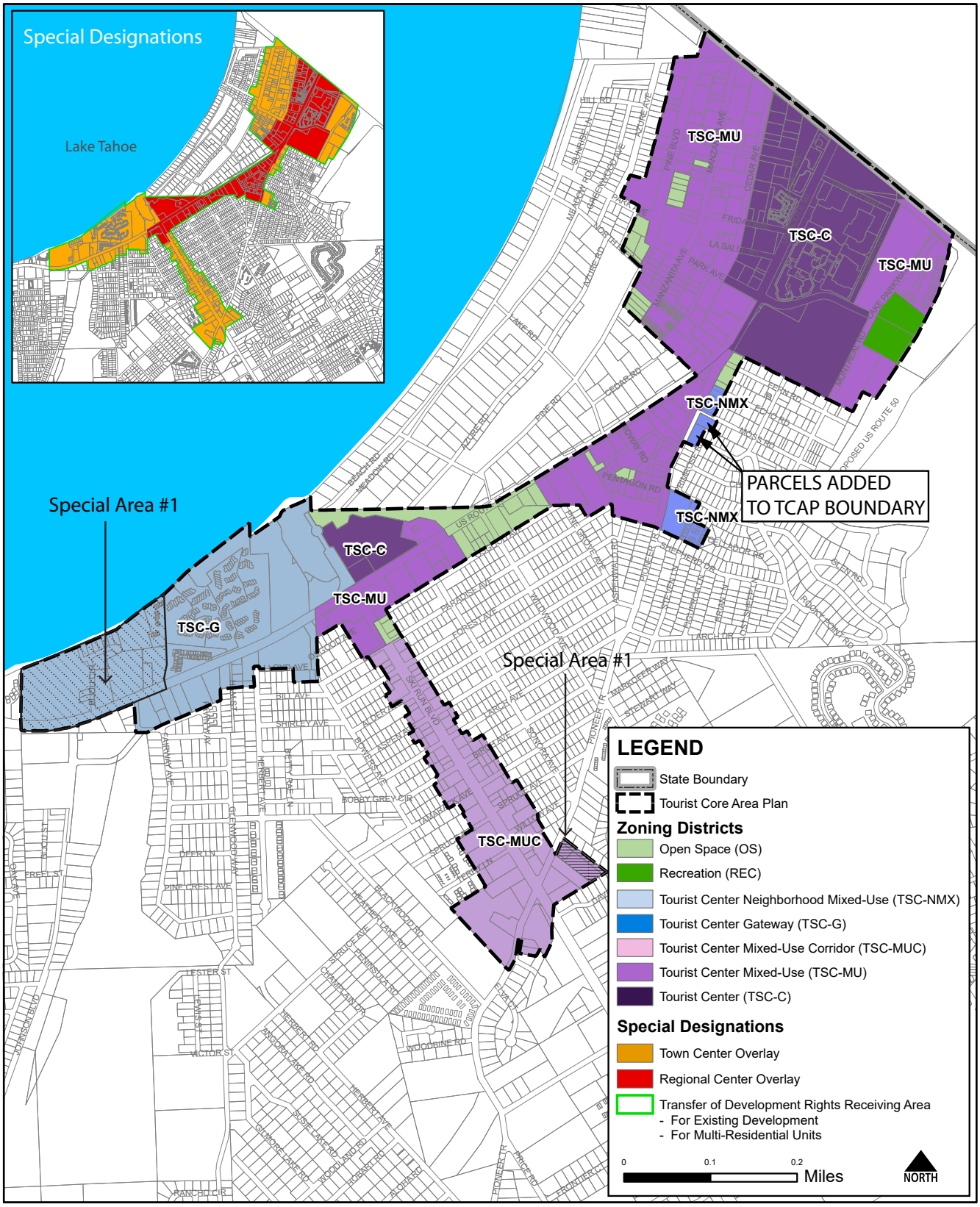
John Hitchcock, Planning Manager
City of South Lake Tahoe Planning Division
1052 Tata Lane
South Lake Tahoe, CA 96150

The City of South Lake Tahoe Planning Commission will hold a public hearing on the proposed amendments at their regularly scheduled meeting on **May 16, 2024, at 3:00 p.m**. The Planning Commission agenda packet for this item will be available three days prior to the hearing at https://cityofslt.us/84/Watch-City-CouncilCommission-Meetings. The hearing will be held in the City Council Chambers at 1901 Lisa Maloff Way, South Lake Tahoe, CA.

The IS/ND and a track changes version of the proposed TCAP Area Plan amendments may be viewed and downloaded at the Planning Division web page: https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates. If you require additional information, please contact John Hitchcock at (530) 542-7472. A hard copy of the IS/ND is also available for public review at 1052 Tata Lane, South Lake Tahoe, California.

Written public comments received 72 hours prior to the meeting will be distributed to the Planning Commission. Any writings or documents provided to a majority of the Planning Commission regarding any open session item will be made available for public inspection within the Agenda posted on the City's Website.

Every reasonable effort will be made to accommodate any person needing special assistance to participate in Planning Commission meetings. Contact the City Clerk at (530) 542-6005 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].




CITY OF SOUTH LAKE TAHOE

Figure 5-1
Zoning Map
April 2023

Print Form

# Notice of Determination

**Appendix D**

**To:**

☐ Office of Planning and Research

*U.S. Mail:* P.O. Box 3044, Sacramento, CA 95812-3044

*Street Address:* 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: El Dorado
Address: 360 Fair Lane
Placerville, CA 95667

**From:**
Public Agency: City of South Lake T
Address: 1052 Tata Lane
South Lake Tahoe, CA 96150
Contact: John Hitchcock, Planning Manager
Phone: (530) 542-7472

Lead Agency (if different from above):
Address:
Contact:
Phone:

***SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.***

State Clearinghouse Number (if submitted to State Clearinghouse): 2024040504

Project Title: Tourist Core Area Plan Amendments

Project Applicant: City of South Lake Tahoe

Project Location (include county): City of South Lake Tahoe, El Dorado County

Project Description:

See attachment

This is to advise that the City of South Lake Tahoe has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on June 18, 2024 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☐ were ☒ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☐ was ☒ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
1052 Tata Lane, South Lake Tahoe, CA 96150

Signature (Public Agency): _____ Title: Planning Manager

Date: June 18, 2024 Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

Print Form

# Notice of Determination

**Appendix D**

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Contact: John Hitchcock, Planning Manager
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Signature (Public Agency): _____ Title: Planning Manager

Date: June 18, 2024 Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code. Revised 2011

# 2.0 PROJECT DESCRIPTION

## 2.1 AREA PLAN OVERVIEW AND DESCRIPTION OF CHANGES

The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The updated Tourist Core Area Plan proposes to incorporate two parcels fronting Pioneer Trail, currently located in residential Plan Area Statement 092, into the Tourist Center Neighborhood Mixed-Use (TSC-NMX) District. Both parcels (APNs 029-352-010 and 029-371-016) are developed with existing tourist accommodation uses. The addition of these parcels, totaling approximately 36,000 square feet (0.83 acres) is intended to increase opportunity for redeveloping the sites. Permissible uses consistent with the previous PAS for this area are supplemented with additional residential land uses. ; As part of these amendments, a minimum density standard is also adopted to encourage the development of high-density housing. Modifications to existing design standards and parking standards are also proposed to promote walkability.

The Area Plan includes changes necessary to opt in to the TRPA Phase 2 Housing Code Amendments adopted in December 2023 for the areas within and outside of the Town Center/Regional Center Overlay – these amendments are included in the proposed changes to density, height and land coverage limits applicable to deed restricted affordable housing as documented in Tourist Core Area Plan Appendix C.

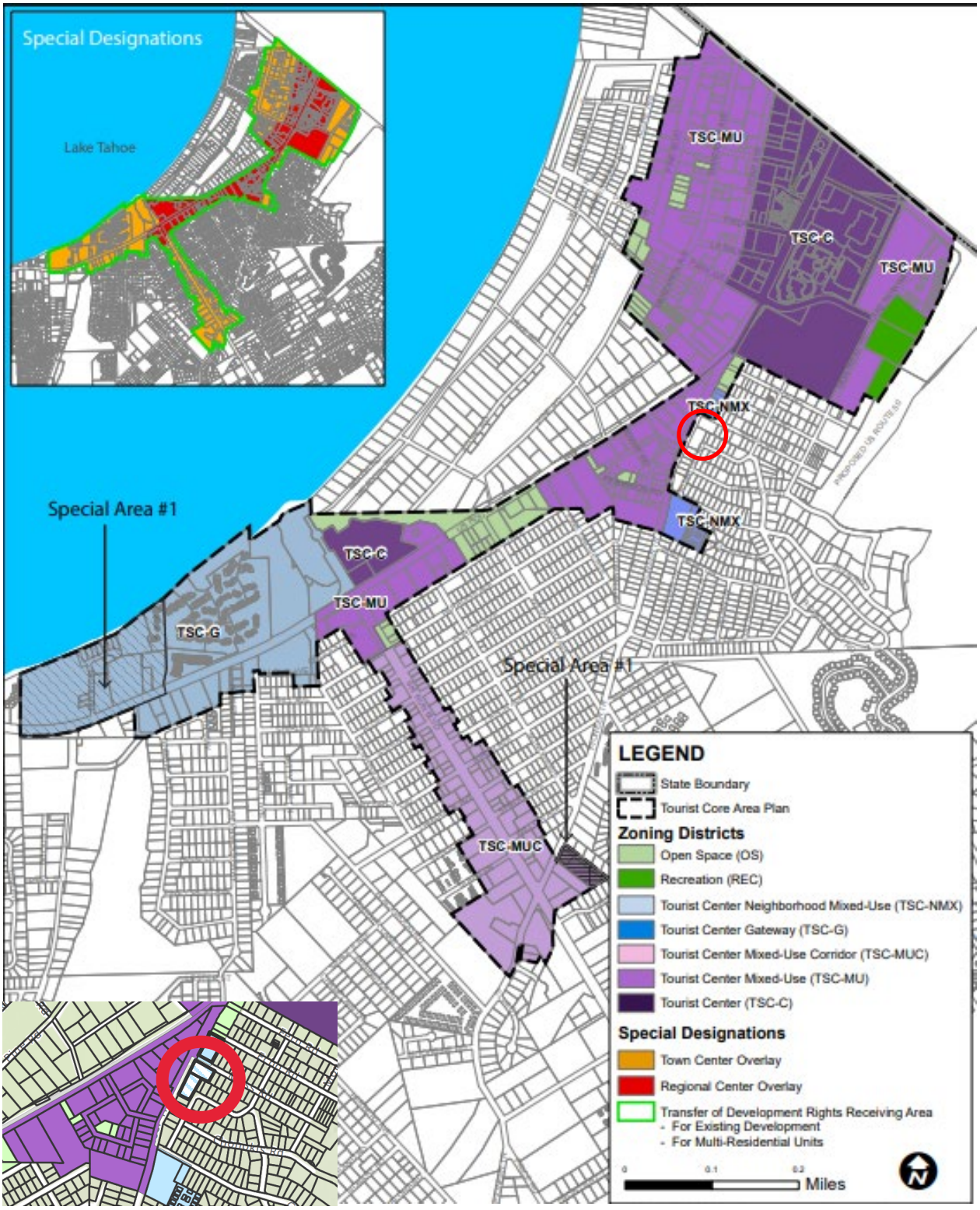
**Table 1** provides an overview of the existing plans, maps, and ordinances that are relevant to the Tourist Core Area Plan, a synopsis of the proposed changes, and a brief description of those changes.

**Table 1 Elements of Tourist Core Area Plan**

| Tourist Core Area Plan Element | Proposed Change from Existing Plans, Maps, and Ordinances | Summary Description |
|---|---|---|
| Vision and Guiding Principles | Adds a new housing policy | ▪ Includes new policy to preserve existing residential uses and increase multi-family options. |
| Land Use Element, and Land Use Map | Amends and adds new land use policies and amends zoning map to incorporate two parcels | ▪ Includes new policy to create a pedestrian oriented "Lake District" adjacent to the Tourist Core Area Plan<br>▪ Includes new policies encouraging the development of workforce housing in the Tourist Core Area Plan.<br>▪ Includes a new policy to establish minimum density standards for multi-family development.<br>▪ Amend Land Use Map to incorporate APNs 029-352-010 and 029-371-016 into the TSC-NMX District (see Figure 3 below). |
| Transportation Element | Adds new transportation policies | ▪ Includes new policy to coordinate with transportation agencies to expand alternatives modes of transportation.<br>▪ Includes new policies to promote shared parking and enhanced mobility hub. |

| Table 1 Elements of Tourist Core Area Plan | | |
|---|---|---|
| Tourist Core Area Plan Element | Proposed Change from Existing Plans, Maps, and Ordinances | Summary Description |
| Implementation Element | Update status of projects | ▪ Updated implementation status of various improvement projects.<br>▪ Updated Development Rights incentives provided by the City.<br>▪ Updated the number of residential bonus units available in the Tourist Core Area Plan.<br>▪ Added new incentives for residential/tourist conversion and density incentives adopted by the TRPA.<br>▪ The City incentive of RUUs at no cost for ADUs and multi-family developments has been included.<br>▪ Alternate Traffic and Air Quality Fee Program was deleted. New projects are subject to TRPA's Mobility Mitigation Fee requirements of Chapter 65 of the TRPA Code of Ordinances<br>▪ The Change in Use section was removed as it is no longer contained in the South Lake Tahoe City Code or TRPA Code of Ordinances.<br>▪ The Conversion of Use section was updated to reflect the current Chapter 51 of TRPA Code of Ordinances.<br>▪ Density incentives adopted by TRPA are added. |
| Appendix B | Replaced with Commercial Design Guidelines | ▪ TRPA height findings were removed from this appendix. The findings are applicable through reference to TRPA Code of Ordinances.<br>▪ The South Lake Tahoe Commercial Design Guidelines have been included as Appendix B to provide visual representations of the intent of design standards in Appendix C. |
| Appendix C, Development and Design Standards | Modify existing use matrix for clarity and consistency.<br><br>Modification of existing standards for clarity. | ▪ Permissible use matrix and definitions have been modified for consistency and simplification.<br>▪ All items previously included in in Substitute Design Standards have been relocated to the main standards section.<br>▪ The maximum building height for the TSC-MU district is increased from 56 feet to 65 feet. |
| Appendix D, CSLT Green Building Program | Include more recent sustainable building certification programs. | ▪ Additional green building certifications are being added to the Green Building Program to make projects eligible for development incentives. Development incentives are no longer tiered and shall be based on the discretion of the decision-making authority. |

**Figure 3 – Proposed Tourist Core Area Plan Expansion**



As part of the TCAP, the City of South Lake Tahoe will comply with all mitigation measures from the Regional Plan Update EIS certified by the TRPA Governing Board on December 12, 2012. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, adopted on December 12, 2012 and effective on Februray 9, 2013.

Also part of the Tahoe Valley Area Plan is the City of South Lake Tahoe's continued compliance with all mitigation measures from the General Plan EIR certified by the City on May 17, 2011.

Table 2 provides a summary of the proposed development standard and land use updates to TCAP zoning districts. The full text of the proposed amendments is provided in revisions to TCAP Appendix C, available for review on the City's webpage: https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates.

**Table 2**
**Development Standards for the Tourist Core Area Plan**

| Development Standard | | Tourist Center (TSC-C) District |
|---|---|---|
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | Single Family Dwelling | Only condominiums allowed at 12-65 units/acre |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Healthcare Services | Allowed by right but can't front on Lake Tahoe Boulevard. |
| | Professional Offices | Allowed by right throughout district. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | This standard was removed. |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |

| Development Standard | | Tourist Center Gateway (TSC-G) District |
|---|---|---|
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Mixed-Use (TSC-MU) District** |
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |

| | | |
|---|---|---|
| | Eating and Drinking Places | Changed to Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Mixed-Use Corridor (TSC-MUC) District and TSC-MUC Special Area #1 District** |
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single Family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |

| | | |
|---|---|---|
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Neighborhood Mixed-Use (TSC-NMX) District** |
| Maximum Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Recreation (REC) District** |
| Density | Multiple Family Dwelling | ~~n/a~~ 12-25 units/acre (Employee Housing Only) |
| | Multi-Person Dwelling | Add 65 persons/acre, no minimum (Employee Housing Only) |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Add as an Allowed by right |
| | Multi-Person Dwelling | Add as an Allowed by right |

| | | |
|---|---|---|
| | Privately Owned Assembly and Entertainment | Deleted and incorporated into Amusement, Recreation, & Entertainment Facilities. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |
| **Development Standard** | | **Tourist Center Gateway (TSC-G) Special Area #1 District** |
| Density | Multiple Family Dwelling | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Add 65 persons/acre, no minimum |
| | Residential Care | Add 65 persons/acre, no minimum |
| | | |
| | Employee Housing | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Permissible Uses | Multi-Person Dwelling | Changed to Allowed by right |
| | Nursing and Personal Care | Added Allowed by right |
| | Residential Care | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Slope | Minimum roof slope changed from 5:12 to 3:12 |
| | Building Height Maximum (stories) | This standard was removed. |
| | Roof Height | This standard was removed. |

| Table 3<br>Development Standards for the Tourist Core Area Plan Boundary Expansion | | | |
|---|---|---|---|
| **Development Standard** | | **PAS 092** | **Tourist Center Neighborhood Mixed-Use (TSC-NMX) District** |
| Density | Multiple Family Dwelling | 15 units/acre | ~~25~~ 12-65 units/acre |
| | Multi-Person Dwelling | 25 persons/acre | ~~25~~ 65 persons/acre, no minimum |
| | Nursing and Personal Care | Not permitted | Add 65 persons/acre, no minimum |
| | Residential Care | Not permitted | Add 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | Only condominiums allowed at 12-65 units/acre |
| | Employee Housing | Not permitted | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Nursing and Personal Care | Not permitted | Added Allowed by right |
| | Residential Care | Not permitted | Added Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (Not permitted)<br>Privately Owned Assembly & Entertainment (Not permitted)<br>Public Owned Assembly & Entertainment (Not permitted) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Healthcare Services | Not permitted | Allowed by right but can't front on Lake Tahoe Boulevard. |
| | Professional Offices | Special Use | Allowed by right throughout district. |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (Not permitted) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | Not applicable | This standard was removed. |
| | Building Height Maximum (stories) | Not applicable | This standard was removed. |
| | Roof Slope | TRPA Code Chapter 37.3.4 | Minimum roof slope changed from 5:12 to 3:12 |

## Permissible Use List

The Tourist Core Area Plan updates propose modifications to the existing permissible use list to consolidate multiple similar uses under one category, to create more succinct criteria, and to increase compatibility within categories. "Employee Housing" has been eliminated as an independent use and shall be included in other residential uses. Health and athletic clubs, day spas, and funeral parlors are now included under General Retail and Personal Service as they are consistent with the existing criteria of the category in that they are "non-medical services involving the care of persons." Categories in which there was overlap of criteria have been consolidated into one use encompassing amusement, recreation, assembly, and entertainment.

## Design and Development Standards

The Tahoe Valley Area Plan includes development and design standards that are specific to the Plan Area and replace the City of South Lake Tahoe City Code Chapters 6.10 and 6.55 development standards, and portions of the TRPA Code of Ordinances Chapter 30, land coverage, Chapter 31 regarding density, Chapter 36 regarding design standards, and Chapter 37 regarding height standards. Standards for the Area Plan are contained in Appendix C of the Tourist Core Area Plan. Further design and development standards are housed in the South Lake Tahoe Design Guidelines (2016). This document has historically been used as a supplemental document to Appendix C. As part of the updates to the plan, this document shall be included as Appendix B and shall be used in conjunction with Appendix C to provide examples of the standards. Specific standards that have been changed through this process include:

- Allowing roof pitches of 3:12 to 12:12 (previously the minimum roof pitch was 5:12) and the removal of the roof height requirement.
- Shifting to more objective building modulation and articulation standards.
- Increased flexibility in corner build and build to line requirements.
- Increased bicycle parking requirements
- Reducing residential parking requirements by right
- Allowing for a reduction in commercial parking spaces.

Significant changes were made to the organization of Appendix C by incorporating design standards previously designated as "substitute" into the primary standards. Purely residential projects in certain districts may now follow the residential design standards contained in the City of South Lake Tahoe City Code Chapter 6.85.

## Building Height and Design

The maximum building height for the TSC-MU district is increased from 56' to 65'. In order to increase the efficiency and feasibility of large buildings, a minimum roof pitch of 3:12 is being proposed (previously 5:12) as well as elimination of the requirement that a building's roof be 40% of the building height. Further, the amendments would eliminate the building height maximum (stories) standard that limited the number of stories in addition to a buildings total height (feet).Numerous other changes are being made for clarity and consistency, most notably the creation of objective design standards to achieve desired levels of building articulation.

## Density

New density maximums and a minimum density standard are being proposed. For the first time the City is proposing a minimum density of 12 units per acre for multiple family dwellings in all districts except for recreation district. Mixed-use projects meeting certain criteria may be exempt from the minimum density. The maximum density for multiple family dwellings in the TSC-C, TSC-MU, TSC-MUC, and TSC-G is increased from 25 to 65 units per acre. The Tourist Core Area Plan will incorporate the City's accessory dwelling unit (ADU) ordinance; however, these units are not counted towards density. 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 the Town Center and Tourist Center land use designations.

**NOTICE OF A PUBLIC HEARING CITY OF SOUTH LAKE TAHOE CITY COUNCIL**

NOTICE IS HEREBY GIVEN that in accordance with Sections 65090 and 65091 (Planning and Zoning Law) of the Government Code: the City of South Lake Tahoe City Council will conduct a public hearing on June 18, 2024 at 5:30 p.m., or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe Airport, to consider the following:

- **South Tahoe Refuse Delinquent Fees Report**

*Summary: The City Council will be considering the South Tahoe Refuse Delinquent Fees Report and directing the Finance Department to send a Certified Copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county property tax rolls for collection, (gschooleman@cityofslt.us.*

- **Tahoe Valley Area Plan Amendments**

*Summary: Consideration of amendments to the Tahoe Valley Area Plan to eliminate regulatory inconsistencies, provide certainty in the project permitting process, increase redevelopment and property investments to revitalize the area's ageing infrastructure, and increase opportunities to activate the Town Center, increase housing, transportation, and circulation options (Anna Kashuba, akashuba@cityofslt.us).*

- **Tourist Core Area Plan Amendments**

*Summary: Consideration of amendments to the Tourist Core Area Plan to eliminate regulatory inconsistencies, provide certainty in the project permitting process, increase redevelopment and property investments to revitalize the area's ageing infrastructure, and increase opportunities to activate the Town Center, increase housing, transportation and circulation options (John Hitchcock, jhitchcock@cityofslt.us).*

Any interested person may appear at the public hearing and present written testimony or speak in favor 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 in written correspondence delivered to the 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 to PublicComment@cityofslt.us or mailed to 1901 Lisa Maloff Way, Suite 206, South Lake Tahoe, CA 96150. City Council agendas 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.

**Published: June 7, 2024**

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**19

**Agenda Item:** Tahoe Valley Area Plan Amendments and Adoption of the Initial Study/Mitigated Negative Declaration

**Executive Summary:** Amendments are being proposed to the Tahoe Valley Area Plan in order to address errors and increase consistency with recently amended TRPA regulations, state regulations, and City goals, and increase housing opportunities and community equity in appropriate areas. The amendments have been discussed at four (4) public hearings and two (2) stakeholder meetings. City Council will review the final proposed changes and is being asked adopt the changes and associated IS/MND.

**Requested Action / Suggested Motions:** Pass a Resolution (1) Adopting the Initial Study/Mitigated Negative Declaration and the Tahoe Valley Area Plan/Specific Plan Amendments, and 2) making additional findings.

**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 Heather Stroud, City Attorney Joseph Irvin, City Manager

**Attachments:**

01-Staff Report - TVAP Amendments.docx
02-Resolution - TVAP Amendments.docx
03-Tahoe Valley Area Plan Amend IS IEC (Exh. 1 to Reso).pdf
04-IS Mitigated Negative Declaration (Exh. 2 to Reso).pdf
06-TVAP Amendments_tracked_changes.pdf
07-TVAP Amendment NOA and NOI_2024.docx
08-TVAP Notice of Determination.pdf
09-Tahoe Daily Tribune Notice.pdf
05-TVAP Amendments (Exh. 3 to Reso).pdf

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

**Meeting Date: June 18, 2024**

**Title:** Recommended Adoption of Tahoe Valley Area Plan Amendments and associated IS/MND Environmental Review

**Location:** Citywide

**Responsible Staff Member:** Anna Kashuba, Senior Planner

**Background:** The Tahoe Valley Area Plan (TVAP) is one of the City's two area plans and was originally adopted in 2015. The amendments proposed today are the first significant amendments made to the Area Plan. They are meant to bring the plan up to date with the City's current strategic goals, new state laws, and TRPA Regional Plan goals.

The Tahoe Valley area, originally developed before the City of South Lake Tahoe was incorporated, was as a commercial corridor servicing travellers along Highway 50. Today the area is a town center evolved around providing services and necessities for residents. In recent years the Tahoe Valley area has been transformed and redeveloped at a slower rate than the midtown and tourist core areas of South Lake Tahoe.

These amendments are an opportunity to achieve goals in three main categories which staff has identified as needing improvement: increasing housing opportunities, activating town centers, and increasing transportation and circulation opportunities.

The amendment process began January 2023 when the City notified TRPA of the intent to amend the area plan. Throughout the planning process there were four (4) opportunities for public participation during public hearings and two (2) stakeholder meetings. Staff was also available for private meetings to discuss the amendments.

The amendments were reviewed by Planning Commission at the regularly scheduled meeting on May 16, 2024. Commissioners directed minor additional changes that were stated in the motion and which have been included in the amendments as presented today. Planning Commission passed a resolution recommending City Council adopt the proposed changes and Initial Study/Mitigated Negative Declaration.

**Issue and Discussion:** City Council will be presented with the final amendments to the Tahoe Valley Area Plan and the environmental analysis conducted pursuant to the California Environmental Quality Act (CEAQ). The drafts contain original text with redlined changes based on direction from City Council, Planning Commission, and the public. Blue

text indicates text of the original document that was relocated. Below are summaries of the major changes to the plan.

The requested action is that City Council pass a resolution adopting the proposed amendments to the Tahoe Valley Area Plan and accept the accompanying Initial Study/Mitigated Negative Declaration.

No Net Loss of Housing

To disincentivise the conversion of multifamily dwellings into single family homes, the resulting single-family dwelling shall be prohibited from obtaining a VHR permit so that long term housing is maintained. In addition, any units not rebuilt one site are required to be developed elsewhere within the area plan boundary so that there is no net loss of housing.

Density

A minimum density of 12 units per acre has been applied to all districts, applicable to multifamily developments, including those that are proposed to be converted to condominiums. Certain mixed-use projects have been exempted from the minimum density standard, as staff believe this would make some mixed-use projects infeasible and prevent development of onsite workforce housing.

The maximum density has been increased to 65 in the Town Center and has remained at 25 elsewhere. Recent TRPA Code of Ordinance changes have been included, allowing 100% deed restricted housing to exceed this maximum.

Commercial Parking

Flexibility has been given to commercial users to reduce their parking by right when located within a half-mile of a transit stop, with further reductions should the project incorporate alternative transportation measures.

In recognition of uses' unique demands and seasonality, options have been included for additional parking when specific findings are met.

Residential Parking

One parking space shall be permitted per residential unit, with the option for a 20 percent reduction if a deed restriction is placed on the property, making the property owner responsible for parking management.

Emerald Bay Connection Corridor District

What was initially presented as the Emerald Bay Residential District has been renamed the Emerald Bay Connection Corridor District. This is the result of a discussion and City Council direction to pursue development of a parking hub/mobility center near the Town Center Core District and the desire to include parcels in this district as potential sites. Limited commercial uses are being

proposed to encourage an active streetscape, provide interest for individuals when going to and from the Town Center Core, and to support a potential mobility hub.

Bicycle Parking

Bicycle parking standards are now based on use rather than number of vehicle parking spaces. Minor modifications have been made to the location standards to allow flexibility for uses adjacent to bike paths or routes.

Green Building Program

Additional third-party certification programs have been included, and the program has been simplified. Incentives may be offered at the discretion of the decision-making authority rather than by levels as was the prior program structure. Staff acknowledges that recent updates to the 2022 California Building Code and the pending adoption of the City's Reach Code have weakened the significance of the original Green Building Incentive Program but believes recognition should be given to those who go above and beyond to have a project certified.

Outdoor Dining

Staff is proposing exempting the first 20 outdoor dining seats from obtaining CFA. Based on the California Building Code, 20 nonfixed seats require a minimum area of 300 square feet. Outdoor dining ares that exceed 300 square feet or 20 seats, whichever is less, will require a CFA allocation.

Residential Open Space

To further reduce barriers to high desntiy housing developments, the residential open space standard has been modified to reduce coverage constraints. If it is found that the open space requirement would limit the number of residential units proposed, open space may be capped at 10% of the maximum allowable coverage area.

Attachments:

1. Staff Report (this document)
2. Resolution
3. Exhibit 1 - Initial Study/Initial Environmental Checklist
4. Exhibit 2 - Mitigated Negative Declaration
5. Exhibit 3 - TVAP as proposed
6. Current TVAP with tracked changes

**Financial Implications:** There are no financial implications associated with the adoption of area plan amendments.

**Environmental Considerations:** Pursuant to the California Environmental Quality Act of 1970, Cal. Pub. Res. Code §21000 et seq., potential environmental impacts of the proposed amendments have been evaluated in an Initial Study. 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 is tiered from the City of South Lake Tahoe 2010 General Plan EIR and the 2015 Tahoe Valley Area Plan IS in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094.

This document also includes an Initial Environmental Checklist and Finding of No Significance (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 and will be asked to accept the IEC/FONSE.

In most areas evaluated by the IS, no impacts were found, or they were determined to be less than significant. The plan and amendments are designed to self-mitigate through standards such as building design to maintain aesthetic appeal and limitations on construction activity to prevent offensive noise.

Several items in Section 5.4.10, Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA), were determined to require mitigation to reduce impacts to a less than significant level. Mitigation measures are included and will be applied to projects as required.

Staff will continue to evaluate each project that is proposed in the Tahoe Valley plan area independently for potential significant environmental impacts.

The IS/IES was circulated from March 27, 2024, until April 26, 2024. Two comments were received during this timeframe. The comment from Wells Barnett Associates, LLC (WBA) is not specific to the environmental review. It expresses support of the amendments on behalf of the South Tahoe Association of Realtors, a client of WBA. The comment also identifies an error in Figure 2 (pg 8), Existing Land Uses. A correct figure is included in the Final IS and the corresponding figure in the TVAP (Figure 8) will be corrected before adoption. The second comment was received from the California Department of Transportation. The concerns it expresses are addressed through individual project review, and therefore did not require any changes to the IS/MND.

In anticipation of proposed changes to the General Plan, an errata was prepared subsequent to the IS/MND and has since been incorporated into the IS.

**Policy Implications:** Updating the City's area plans is consistent with General Plan Goal LU-2, to focus future commercial, multi-family residential, tourist, civic, and social gathering space development in community plan areas to maximize incentives and create transit, bicycle, and pedestrian-oriented places that serve the needs of both residents and visitors. Policies under this General Plan goal that are specific to the TVAP include:

Policy LU-2.2: The City shall periodically update and implement the four Community Plans as a way to focus development commodities and revitalization efforts.

Policy LU-2.7: The City shall transform the Tahoe Valley area into an attractive gateway commercial district that serves both residents and visitors.

Policy LU-2.9: The City shall define two Nodes, one at the Tahoe Valley Y Intersection and the other at Stateline and make them a focus of future development and revitalization efforts in the City. To this end, the City shall work with the Tahoe Regional Planning Agency to encourage allocations of development commodities (e.g., Commercial Floor Area, Residential Units of Use) to these areas.

Policy LU-2.10: The City, in coordination with the Tahoe Regional Planning Agency, shall encourage compact, mixed-use, transit-oriented, and higher-density development within the Stateline Node and Tahoe Valley Gateway District by providing the maximum incentives for these types of projects. Incentives should include an increase in allowed coverage, increased commercial floor area allocations, financing opportunities available through Redevelopment Plans, and exemptions from coverage limitations for affordable and moderate-income housing.

Policy LU-2.11: The City shall ensure that the Tahoe Valley Gateway District will be a primary area in the City for resident-serving commercial uses, workforce housing (e.g., housing affordable to local workers in all industries), and affordable housing. The City should work with property owners to transform the Node into a contemporary, pedestrian-oriented, mixed-use, commercial service district served by a transit center and alternate transportation opportunities.

Policy LU-2.13: The City shall create active and inviting social and economic centers in the two Nodes that include a variety of housing types, mixed-use development, recreational or social gathering spaces, cultural uses, civic uses and facilities, and commercial services.

The amendments are also consistent with Land Use Policy LU-1.2 to create walkable, mixed-use centers that provide a range of housing opportunities and choices.

While the amendments are consistent with all policies within the Tahoe Valley Area Plan, the following were specifically identified in guiding the amendments.

Policy LU-1.1 – Active Streets: Animate streets by allowing uses such as retail, entertainment, special events, outdoor dining and seating, oriented towards the sidewalk.

Policy LU-1.5 – Auto-Oriented Commercial Use Consolidation: Encourage the consolidation of existing auto-oriented commercial development into pedestrian-oriented development.

Policy LU-3.2 – Architectural Style: Require the use of “mountain” architectural theme in new development and through remodeling. Mountain architecture features the use of pitched roofs, natural colors, and natural materials such as rock and wood.

Policy H-1.9 – Housing Needs: Encourage the consolidation of parcels within the Tahoe Valley area or the incorporation of parcels adjacent to the Area Plan boundaries for the development of multi-residential units.

# Resolution 2024-000

**Adopted by the City of South Lake Tahoe City Council**

**June 18, 2024**

## Recommending that the City Council adopt the Tahoe Valley Area Plan/Specific Plan Amendments and the Initial Study/Mitigated Negative Declaration

### BACKGROUND

A. California Government Code sections 65450-65457 allow cities to prepare specific plans (area plans) for systematic implementation of the general plan; and

B. Tahoe Regional Planning Agency (TRPA) Code of Ordinances chapter 13 allows local jurisdictions to adopt area plans; and

C. The Tahoe Valley Area Plan/Specific Plan was adopted by the South Lake Tahoe City Council on June 2, 2015, by Ordinance 2015-1087, followed by adoption by TRPA on July 22, 2015; and

D. On January 11, 2023, the City of South Lake Tahoe issued a notice of intent to TRPA to amend the Tahoe Valley Area Plan/Specific Plan; and

E. The City solicited public input on the Tahoe Valley Area Plan/Specific Plan at four (4) public meetings and from stakeholder groups on two (2) occasions.

F. The adoption of amendments is consistent with City's General Plan, Housing Element, and TRPA's Regional Plan; and

G. Pursuant to the provisions of the California Environmental Quality Act, Public Resources Code sections 21000 et seq. ("CEQA"), the State of California's CEQA Guidelines, and California Code of Regulations, title 14, section 15000 et seq., the City of South Lake Tahoe determined that there is no substantial evidence that the adoption these amendments to the Tahoe Valley Area Plan/Specific Plan would result in a significant adverse effect on the environment. Accordingly, the Initial Study/Mitigated Negative Declaration is prepared in conjunction with the adoption of the Tahoe Valley

Area Plan.

H. Government Code section 65853 et seq. requires the Planning Commission to conduct a public hearing and provide a written recommendation to the City Council on any new zoning ordinance or regulation of the use of land.

I. The City of South Lake Tahoe Planning Commission conducted a public hearing, received public comments, considered evidence in the record, and deliberated.

J. The Planning Commission has reviewed the proposed amendments and Initial Study/Mitigated Negative Declaration and found the project to be consistent with the City's General Plan.

K. A notice of the City Council hearing was published in the Tahoe Daily Tribune on June 7, 2024.

L. The City of South Lake Tahoe City Council conducted a public hearing, received public comments, considered evidence in the record, and deliberated.

M. The City Council has reviewed the proposed amendments and Initial Study/Mitigated Negative Declaration and found the project to be consistent with the City's General Plan.

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

1. Finds that the Initial Study (Exhibit 1) reflects the City's independent judgement and analysis.
2. Finds that there is no substantial evidence that the proposed Tahoe Valley Area Plan/Specific Plan Amendments will have a significant effect on the environment.
3. Finds the foregoing recitals are true and correct and made part of this resolution.
4. Finds that the purpose of this resolution is to align the Tahoe Valley Area Plan with City intentions, TRPA Code, and recently adopted California law; and
5. Recommends that the City Council adopt the Initial Study, Mitigated Negative Declaration, and the Tahoe Valley Area Plan/Specific Plan Amendments, included as Exhibits 1, 2, and 3 respectively.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024, 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.

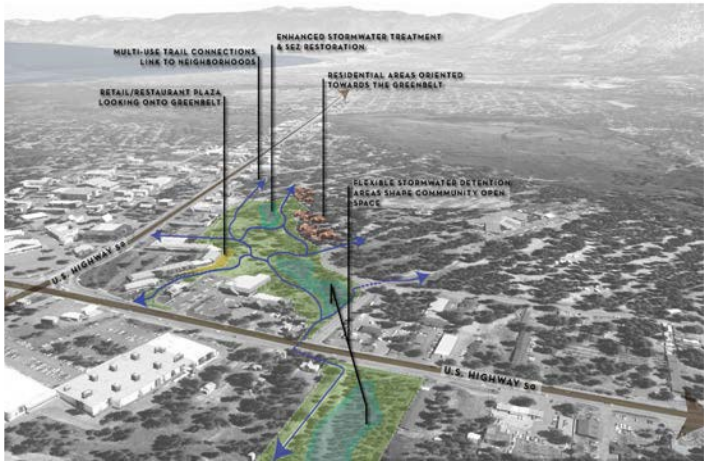


# Tahoe Valley Area Plan Amendment
# Initial Study/Initial Environmental Checklist

**March 2024**








TAHOE REGIONAL PLANNING AGENCY

1386

**1.0 INTRODUCTION ..... 1**
1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST ..... 1
1.2 TIERING PROCESS ..... 2
1.3 BACKGROUND ..... 4
1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES ..... 5
1.5 PROJECT OBJECTIVES/PURPOSE AND NEED ..... 10
1.6 DOCUMENT ORGANIZATION ..... 10
1.7 PUBLIC INVOLVEMENT ..... 11
1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS ..... 11

**2.0 PROJECT DESCRIPTION ..... 16**
2.1 AREA PLAN UPDATES OVERVIEW ..... 16

**3.0 BASELINE ..... 34**

**4.0 METHODOLOGY AND ASSUMPTIONS ..... 35**

**5.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS ..... 37**
5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED ..... 39
5.2 CEQA ENVIRONMENTAL DETERMINATION ..... 40
5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BY TRPA) ..... 41
5.4 EVALUATION OF ENVIRONMENTAL IMPACTS ..... 42
5.4.1 CEQA ..... 42
5.4.2 TRPA ..... 42
5.4.3 Aesthetics (CEQA), Scenic Resources/Community Design and Light and Glare (TRPA) ..... 44
5.4.4 Agriculture and Forestry Resources ..... 59
5.4.5 Air Quality ..... 62
5.4.6 Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation) ..... 78
5.4.7 Cultural Resources (CEQA) and Archaeological/Historical (TRPA) ..... 95
5.4.8 Geology and Soils (CEQA) and Land (TRPA) ..... 101
5.4.9 Greenhouse Gas Emissions ..... 112
5.4.10 Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA) ..... 119
5.4.11 Hydrology and Water Quality ..... 132
5.4.12 Land Use and Planning ..... 147
5.4.13 Mineral Resources (CEQA) and Natural Resources (TRPA) ..... 152
5.4.14 Noise ..... 154
5.4.15 Population and Housing ..... 164
5.4.16 Public Services ..... 170
5.4.17 Recreation ..... 180
5.4.18 Transportation and Traffic (CEQA) and Traffic and Circulation (TRPA) ..... 185
5.4.19 Tribal Cultural Resources (CEQA) ..... 193
5.4.20 Utilities and Service Systems (CEQA) and Energy and Utilities (TRPA) ..... 195
5.4.21 Mandatory Findings of Significance ..... 204

5.5 CERTIFICATION [TRPA ONLY] ..... 212
5.6 REFERENCES ..... 213

# 1.0 INTRODUCTION

## 1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to address the potential environmental effects of amendments to the Tahoe Valley Area Plan in South Lake Tahoe, California. The proposed project is an update to the Tahoe Valley Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The proposed amendments would expand the Area Plan boundary to incorporate parcels fronting US Highway 50 from the existing boundary line south to H Street, plus APNs 032-161-012, 032-161-013, 032-161-009, and 032-161-008 (previously PAS 114). The addition of these parcels as the Emerald Bay Connection Corridor District would increase opportunity for residential development near a town center and provide additional transit opportunities for residents. Second, seven parcels fronting Melba Drive would be added so that the area plan is contained in this corner by the intersection of E Street and Melba Drive (previously PAS 114). This area was identified as having high redevelopment potential, which may be incentivized by the benefits of being in an area plan Town Center. The third area of expansion is in the northeast corner of the Area Plan. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave would be included up until the existing area plan boundary, in addition to 023-221-020 north of Eloise Ave (previously PAS 111). In addition to the boundary amendments described above, other changes are proposed as documented in Chapter 2.

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. 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 IS and the IEC contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the name of persons who prepared the study.

This IS/MND 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).

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 Tahoe Valley Area Plan was adopted in 2015 by the City pursuant to Chapter 13 of the TRPA Code of Ordinances, which allows local governments to adopt conforming Area Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan. This chapter also allows for amending of Area Plans through the same process as initial adoption. Chapter 13 established a conformity process that:

- Allows local governments to adopt and amend an Area Plan that supersedes TRPA plans and ordinances if the plan is found to be in conformance with the Regional Plan;
- Defines required content in an Area Plan that includes but is not limited to applicable policies, maps, ordinances and development and design standards; and

- Defines which development activities will not have a substantial effect on the natural resources in the Region and allows TRPA to transfer limited development permitting authority to local governments.

## 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. This environmental document is specific to the 2023 updates of the Tahoe Valley Area Plan. It incorporates by reference the discussions in the 2010 City General Plan EIR (the Program EIR) and the 2015 Tahoe Valley Area Plan IS/IEC which was created for the area plan's initial adoption. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in previous EIRs 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)).

This Initial Study is tiered from the City of South Lake Tahoe 2010 General Plan EIR and the 2015 Tahoe Valley Area Plan IS/IEC in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094.

The 2010 General Plan EIR is a Program EIR that was prepared pursuant to Section 15168 of the CEQA Guidelines. The 2011 General Plan (General Plan) is a comprehensive land use plan that guides physical development within the City of South Lake Tahoe through 2030. The 2010 General Plan EIR analyzes full implementation of uses and physical development proposed under the 2011 General Plan, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The Tahoe Valley Area Plan is an element of change that was anticipated in the 2011 General Plan and evaluated in the 2010 General Plan EIR. By tiering from the 2010 General Plan EIR, this Initial Study will rely on the 2010 General Plan EIR for the following aspects that have remained consistent through these amendments:

- 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 2010 General Plan EIR for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This Initial Study will evaluate the potential environmental impacts of the proposed changes to the Tahoe Valley Area Plan with respect to the 2010 General Plan EIR and 2015 Tahoe Valley Area Plan IS/IEC 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 amendments to the Tahoe Valley Area Plan would not have significant effects on the environment that were not adequately addressed in the 2010 General Plan EIR, 2015 Tahoe Valley Area Plan IS/IEC, or cannot be mitigated to a level of insignificance; therefore, a Mitigated Negative Declaration will be prepared.

This Initial Study concludes that the many potentially significant impacts are addressed by the measures that have been adopted as part of the approval of the 2011 General Plan and subsequent approval of the 2015 Tahoe Valley Area Plan. Therefore, those General Plan EIR and Area Plan IS/IEC mitigation measures will reduce the impacts to a less than significant level. Since these mitigation measures are already being carried out as part of implementation of the 2011 General Plan and 2015 Area Plan, they will not be readopted. The impact analysis herein assumes implementation of the 2011 General Plan and 2015 Area Plan for purposes of determining the significance of any impact. The benefits of these mitigation measures will be achieved independently of considering them as specific mitigation measures of this Tahoe Valley Area Plan. Nothing in this Initial Study in any way alters the obligations of the City to implement the General Plan mitigation measures. Additional environmental review may be necessary as specific development projects and improvements are proposed for construction if potentially significant impacts associated with the construction of those projects have not been adequately addressed in this programmatic document.

## TRPA

The TRPA concept of "tiering" refers to the coverage of general matters in broader EISs (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 Initial Environmental Checklist is tiered from the TRPA 2012 Regional Plan Update ("RPU") Environmental Impact Statement ("EIS") and 2020 Linking Tahoe: 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 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.

This Initial Environmental Checklist will evaluate the potential environmental impacts of the proposed project with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 6.3 of this document, and based on the analysis contained in this Initial Environmental Checklist, it has been determined that the proposed project would not have a significant effects on the environment that were not previously addressed or adequately addressed in the 2012 RPU EIS, or that cannot be mitigated to a level of insignificance, therefore, a Mitigated Finding of No Significant Effect will be prepared.

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 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

Chapter 13: *Area Plans* of the TRPA Code of Ordinances provides for the necessary implementation steps for the development, consideration, adoption, and amendment of an area plan. As provided for in Section 13.3 of the TRPA Code of Ordinances, an adopted area plan replaces the plan area statements for areas within the area plan boundary. Area plans are allowed to establish applicable goals, policies, maps, standards, and other related materials, which must demonstrate conformance with the TRPA Regional Plan (Regional Plan).

The initial Tahoe Valley Area Plan boundary adopted in 2015 was primarily contained in TRPA Plan Area Statement (PAS) 110, South Y, which recommended that the area be established as a community plan. The Tahoe Valley area was previously designated as a Community Plan area in the City's 2011 General Plan to establish a sense of community along the US 50 and SR 89 corridors. The community plan was adopted in 2006 by the City and remained in place until it was replaced with the Tahoe Valley Area Plan in 2015. With the adoption of the TRPA Regional Plan Update in 2012, the new process for the establishment of Area Plans was created. In the 2012 RPU, TRPA identified the area of the South Y as a town center, eligible for certain development allowances upon adoption of a conforming area plan. Thereafter, the City initiated the development of the Tahoe Valley Area Plan, utilizing information and public input collected through the original community plan process, the City's General Plan Update process, and the TRPA Regional Plan update process. The draft Tahoe Valley Area Plan was released for public review and comment on June 3, 2014.

For the first time since its adoption, the plan is being amended to allow for progress in housing availability and affordability, alternative transportation, and activation of town centers. The updates bring the Area Plan in better alignment with the City's goals, recent state laws, and TRPA policy and code updates.

The process of amending the Tahoe Valley Area Plan was initiated in October of 2022 with City staff identifying areas out of date and in need of general improvements to reflect the City and State's evolving goals and new laws. The City provided TRPA with an Intent to Amend notice and a general project description on January 11, 2023. At this time staff had not yet begun to draft amendments, as stakeholder, Planning Commission, and City Council input were needed to inform the changes. Stakeholders representing a variety of interest groups in the Tahoe Valley were invited to a workshop on February 1, 2023, to discuss the potential list of updates. During the months of February 2023 through May 2023, hearings were held to receive input on the proposed updates before the Planning Commission (February 23, 2023), City Council (May 16, 2023), and TRPA Regional Plan Implementation Committee (May 24, 2023). Throughout this process, City and TRPA staff met bimonthly to discuss the potential area plan amendments as well as concurrent changes to TRPA Code of Ordinances that may affect the final list of necessary updates.

All land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency. This includes land under the local jurisdiction of the City. In order to be responsive to the unique needs and opportunities of the Region and local communities, the TRPA Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with the TRPA Regional Plan. The 2030 South Lake Tahoe General Plan is the City's primary policy document guiding land use, transportation, infrastructure, community design, environmental, and other decisions in a manner consistent with the planning statues for the State of California. The Tahoe Valley Area Plan is designed to supplement the City's General Plan by designating zoning districts and providing specific guidance for the area included within the Area Plan boundaries. The development standards and the specific policies referenced in this Area Plan are the land use standards intended to administer and regulate the land use for the Tahoe Valley.

## 1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

The Tahoe Valley Area Plan is located in the southwestern portion of the City of South Lake Tahoe (see **Figure 1**). Regional access to the Tahoe Valley plan area is provided by US Highway 50 (US 50) and California State Route 89 (SR 89). The Tahoe Valley Area Plan serves as the gateway for the City of South Lake Tahoe for travelers heading south on SR 89 and east on US 50. The Tahoe Valley Area Plan, as initially adopted, was located within PAS 110, South Y, and the parcel located at 1117 Bonanza Avenue Emerald Bay Road (APN 032-141-18) within PAS 114, Bonanza, Special Area #1. The Area Plan Boundary shall be expanded to the southwest to include parcels fronting US Highway 50 from the existing boundary line south to H Street, plus APNs 032-161-012, 032-161-013, 032-161-009, and 032-161-008 (previously PAS 114). Seven parcel fronting Melba Drive shall be added so that the Area Plan is contained in this corner by the intersection of E Street and Melba Drive (previously PAS 114). The third area of expansion is in the northeast corner of the Area Plan. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave shall be included up until the existing Area Plan boundary, in addition to 023-221-020 north of Eloise Ave (previously PAS 111). (See **Figure 3**).

The Area Plan consists of approximately 374 acres and includes 525 public and privately owned parcels that include residential, commercial, tourist accommodation, industrial, and public service land uses (see **Table 1** and **Figure 2**). Land uses to the west, north, and northeast of the Tahoe Valley Area Plan consist of residential subdivisions dating from earlier development of the area during the 1960s through the 1990s. Immediately adjacent to the Tahoe Valley Area Plan to the east lies a large open space area (stream environment zone [SEZ]) consisting of the floodplain for the Upper Truckee River, which is near the eastern boundary of the Tahoe Valley Area Plan. The Lake Tahoe Airport is located to the southeast of the Tahoe

Valley Area Plan. This single-runway airport serves the vicinity with charter flights, air tours (helicopters and fixed-wing aircraft), and general aviation. Portions of the noise, safety, and height restriction areas described in the Airport Land Use Compatibility Plan (ALUCP) overlay the Tahoe Valley Area Plan.

**Table 1** provides an overview of existing land uses in the Tahoe Valley Area Plan.

**Table 1**
**Existing Land Uses – Tahoe Valley Area Plan**

| Land Use | Acres | Percent of Acreage |
|---|---|---|
| Residential | 47.1 | 12.6% |
| Tourist | 13.0 | 3.5% |
| Commercial | 145.3 | 38.9% |
| Public | 19.2 | 5.1% |
| Quasi-Public | 8.2 | 2.2% |
| Recreation | 3.3 | 0.9% |
| Vacant Private | 31.3 | 8.4% |
| Vacant Public | 15.3 | 4.1% |
| Open Space | 20.2 | 5.4% |
| Roads and Infrastructure | 71.1 | 19.0% |
| **TOTAL** | **374** | **100%** |
| Source: TRPA GIS, March 2014. | | |

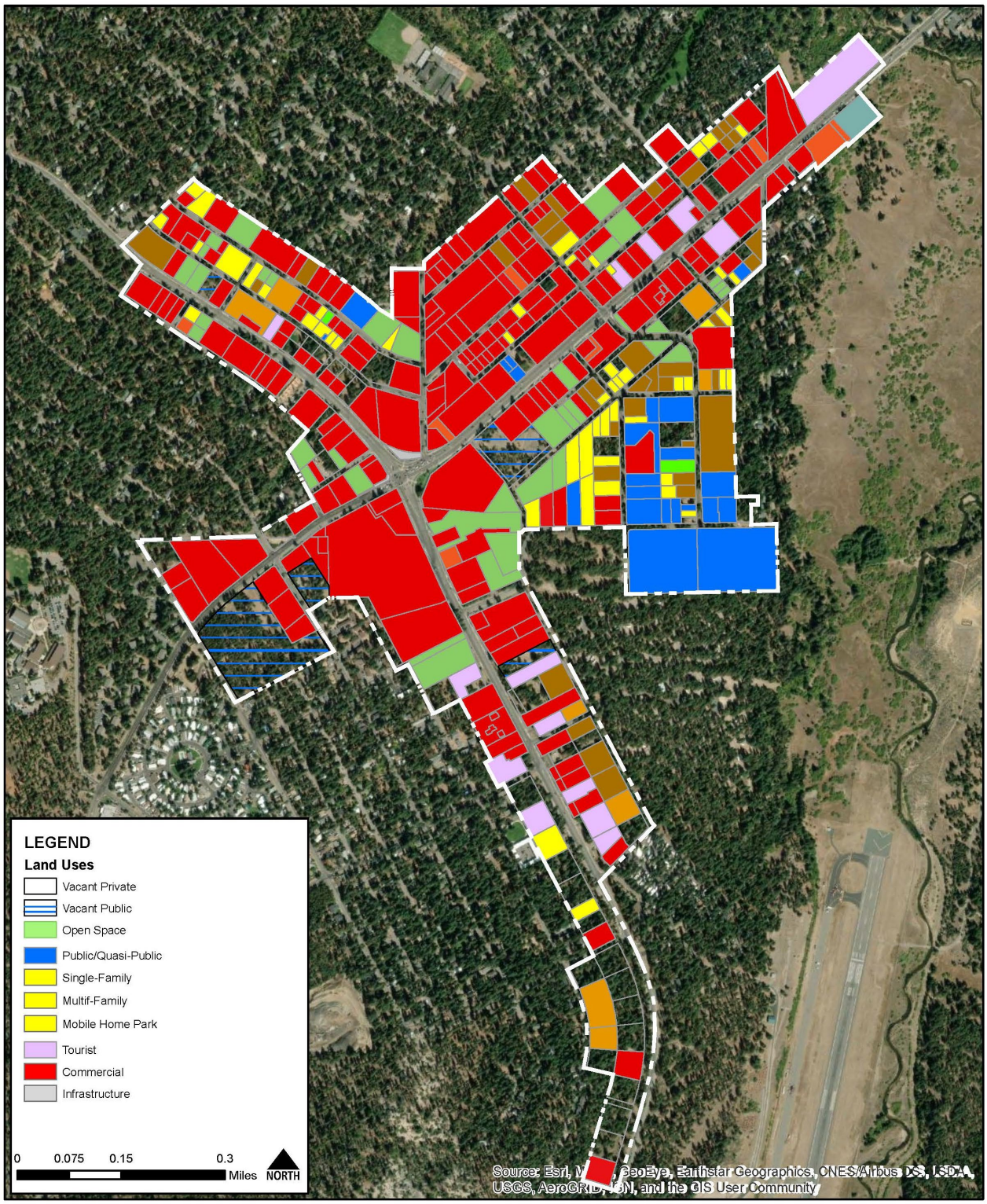
*Source: City of South Lake Tahoe, 2023*

As noted in **Table 1** (and further discussed in Section 6.4.12 Land Use and Planning), commercial uses are the primary land use in the Tahoe Valley plan area and include clothing stores, factory outlets, automotive supply stores and dealerships, drug and liquor stores, restaurants, and supermarkets. Buildings and other structures in the Tahoe Valley Area Plan range in age and physical condition from designated historic buildings to recent construction. The majority of buildings are provided in strip development along US 50 and SR 89. Barton Memorial Hospital and associated health care related facilities and offices also play a dominant role in the area. Identified issues for the Tahoe Valley plan area's historic form of development include multiple curb cuts, small and fragmented parcels, stand-alone structures, old motels, sprawling parking lots, and lack of coordinated sidewalks, bike paths, landscaping, and other related amenities. Lastly, several motels located within the Tahoe Valley Area Plan are currently poor generators of transient occupancy tax as a result of low occupancy rates.

There are approximately 46.6 acres (31.3 privately owned and 15.3 publicly owned) of vacant land in the Tahoe Valley Area Plan (**Figure 2**). The majority of the privately owned vacant land is concentrated in the Emerald Bay Connection Corridor District, while the public parcels are dispersed. The plan area contains 20.2 acres of open space. These properties are owned and managed by the federal government, the state, and the City. The area contains urban–altered Jeffrey pine forest. Commercial and residential areas are interspersed throughout the forest stands. The reader is referred to Section 6.4.6, Biological Resources, for a further discussion on natural communities and habitat in the Tahoe Valley plan area.




**Figure 1**
Tahoe Valley Area Plan Location Map
April 2023




CITY OF SOUTH LAKE TAHOE

**Figure 2**
Existing Land Uses
April 2023

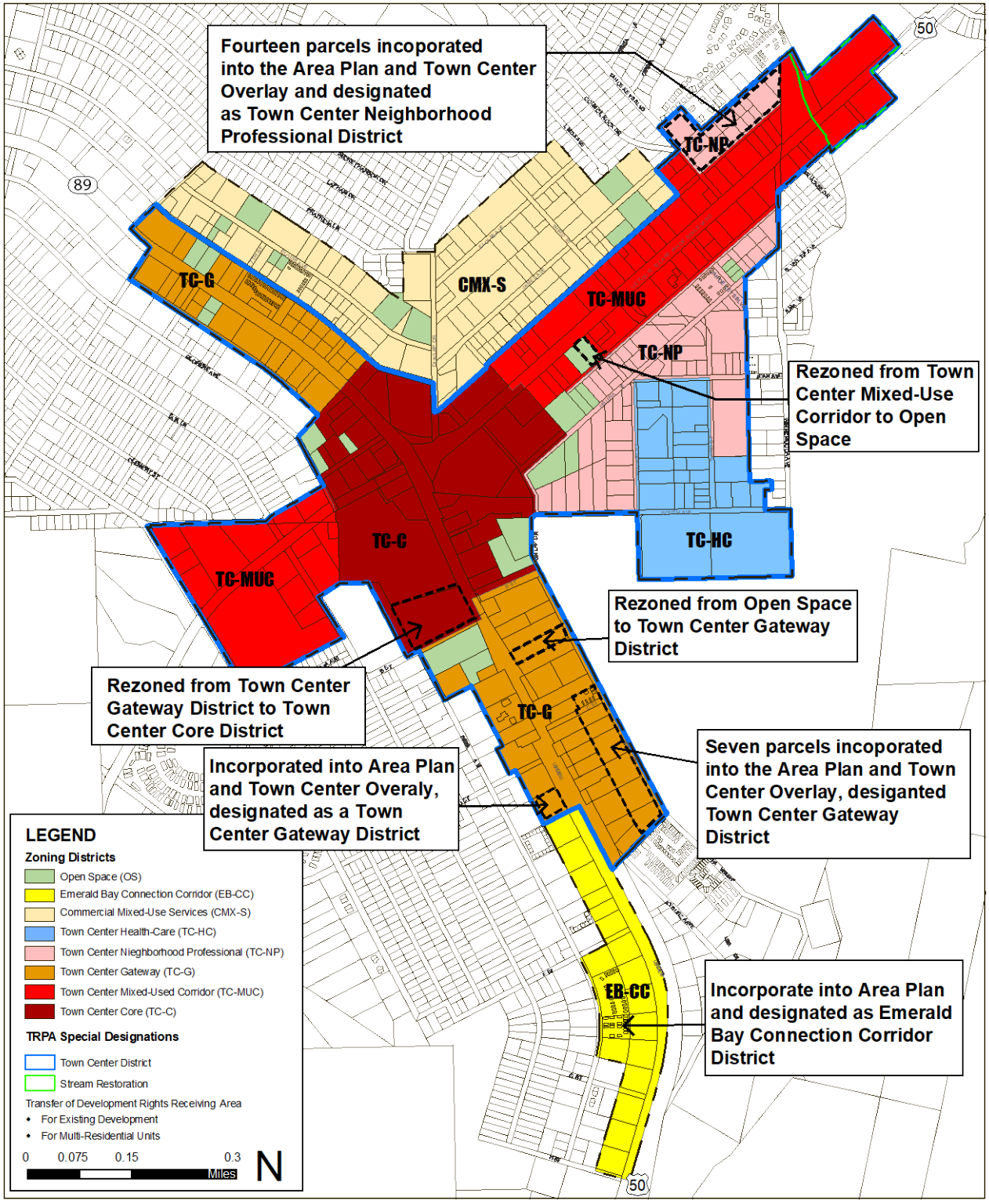



**Figure 3**

Tahoe Valley Area Plan: Zoning Changes and Areas of Expansion

February 2024

## 1.5 PROJECT OBJECTIVES/PURPOSE AND NEED

As identified above, the purpose of the Tahoe Valley Area Plan is to facilitate implementation of a land use plan to further the goals and policies of the City General Plan and TRPA Regional Plan. The Tahoe Valley Area Plan helps to realize the community's vision, assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities, implement the City of South Lake Tahoe Sustainability Plan, implement the Tahoe Metropolitan Planning Organization's Sustainable Communities Strategy, and implement the TRPA Regional Plan and City's General Plan. The City developed the Area Plan to integrate these plans to the extent practical, while providing more detailed direction, in order to simplify compliance with local and regional requirements, and improve the efficiency of plan administration.

The plan is being amended to keep pace with changes that have been made to California law, TRPA Regional Plan and Code of Ordinances, the City's General Plan Housing Element, and City strategic goals. At the forefront of these changes is the goal of increasing housing opportunities with an emphasis on affordable housing. The Area Plan's existing density limits (25 units per acre) are a large barrier for affordable housing developments as they cannot be competitive for grants or financing at the current density; meanwhile, the lack of a minimum density prevents parcels central to transportation and amenities from being utilized to their highest potential. In accordance with California law, workforce and co-living housing opportunities shall be expanded through modifications to use definitions and zoning designations.

Another key element of the updates is to enhance the "Y" intersection area (intersection of Lake Tahoe Boulevard [US 50] and Emerald Bay Road [SR 89]) as a focal point of mixed-use development and activity of the area. As a result of slower redevelopment, this area receives less economic activity and attention than the midtown and tourist centers. The primary change intended to address this is reducing barriers to expansion of eating and drinking uses by reducing the Commercial Floor Area requirement for limited outdoor eating and dining spaces.

The following project objectives are identified for the Tahoe Valley Area Plan updates:

- Expand the boundary of the Area Plan to add parcels that will benefit from greater density, height and land coverage and help promote residential development near services and transit facilities.
- Improve the effectiveness of Housing Element policies and achievement of Housing Element goals.
- Update residential design standards to allow ministerial approval of purely residential developments, including ADUs.
- Modify permissible use definitions to create better compatibility between uses and zoning districts.
- Better activate town centers by expanding opportunity for events and establishing design criteria for outdoor dining.
- Create objective design standards for commercial and mixed-use developments that complement the natural environment, promote the mountain theme architecture, and create walkable and bikeable streetscapes.
- Transition to a less auto-centric town center by creating opportunities for reduced parking and project contribution to alternative transportation methods.
- Implement zoning, boundary, and district changes where appropriate to better integrate existing development and incentivize key redevelopment opportunities.

## 1.6 DOCUMENT ORGANIZATION

This IS/IEC follows the standard content for environmental documents under CEQA and TRPA Code of Ordinances and Rules of Procedure. An EIR/EIS was determined to be unnecessary, as there are not potentially significant environmental effects associated with the proposed amendment of this 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 and necessary mitigation measures if applicable.

## 1.7 PUBLIC INVOLVEMENT

Opportunities for public participation in the development of the Area Plan amendments were provided in February through May of 2023 as documented in Section 1.2. Opportunities for public participation in the environmental document review process are provided to promote open communication and better decision-making. All persons and organizations having a potential interest in the proposed Area Plan amendments are invited to provide comments during the thirty-day comment period for the IS/IEC ending on April 30, 2024.

Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion, to the California State Clearinghouse. In addition, copies of this document will be distributed to other Lake Tahoe Basin reviewing agencies and interested individuals and entities for review. After closure of the public review period, City staff will respond to all comments. City staff will then prepare an agenda item for the City Planning Commission's recommendation and City Council action that include the IS/IEC, the comments, and responses to the comments. If the Council determines that the proposed Area Plan would not have significant adverse impacts after mitigation, the City Council would certify the environmental document and adopt the plan. Following Council approval, the Notice of Determination would be filed with the county recorder-clerk.

Pursuant to the TRPA's Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances, this IS/IEC will be made available for public review to those people who request copies. TRPA staff will prepare an agenda item for the Advisory Planning Commission's recommendation and Governing Board action. If it is determined that significant adverse impacts would not result from the proposed project after mitigation, the Governing Board would issue a Mitigated Finding of No Significant Effect, certify the environmental document and adopt the Area Plan.

## 1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS

The Tahoe Valley Area Plan falls under the direct jurisdiction of both the City of South Lake Tahoe and the Tahoe Regional Planning Agency. In addition, Federal and State agencies exercise varying levels of control concerning specific parcels or resources. This section identifies each agency's responsibility relative to the proposed Area Plan; it also identified the plans and policies to which the Area Plan must show compliance.

Federal: 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 Anti-degradation Policy, stipulating that states may allow some limited activities that result in temporary and short-term changes to water quality, but that 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.

Regional: TRPA is a bi-state planning agency with authority to regulate growth and development within

the Lake Tahoe Region. TRPA implements that authority through its Regional Plan. The Regional Plan Goals and Policies establish an overall framework for development and environmental conservation in the Lake Tahoe Region.

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.

The TRPA Code of Ordinances allows for the creation and maintenance of Area Plans to refine and implement the Regional Plan policies appropriate to specific areas. Chapter 13, *Area Plans*, includes provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which include implementing ordinances and zoning, are required to be consistent with the Regional Plan. Under a conforming area plan, a local jurisdiction may assume permitting authority by Memorandum of Understanding (MOU) with TRPA. In 2014 a MOU was created that expanded permitting authority of the City within the Tahoe Valley Area Plan.

State of California: Several State agencies may play a role in development decisions within the Tahoe Region. As such, these State agencies must grant permits or other forms of permission prior to physical development. Affected agency staff will review the proposed Area Plan for consistency with adopted plans and policies. The Area Plan does not require State agency approval.

State agencies that may have a responsible agency role in projects that may be implemented in the Area Plan include:

*California Tahoe Conservancy:* The mission of the California Tahoe Conservancy (CTC) is to protect and restore the natural environment of Lake Tahoe, including the lake's exceptional clarity and diversity of wildlife habitat in the basin. The CTC implements a comprehensive set of programs to affirmatively address resource needs in the Tahoe Basin, including the protection and restoration of the natural environment, especially water quality; enhancement of wildlife habitat; provision of public access and recreation opportunities; and management of acquired public land at Lake Tahoe.

The CTC has developed and initiated implementation of a number of 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

With the proposed expansion of the area plan boundary, the California Tahoe Conservancy will own seven (7) parcels, totaling 16.9 acres, in the plan area that are considered "asset lands" and may be available for development. Within the CTC's overall land inventory of 4,890 parcels totaling more than 6,500 acres, there are just over 300 Conservancy-owned properties throughout the basin that are regarded as "*asset lands*." Asset lands are parcels which are not essential to carrying out Conservancy goals, which could have significant market value, and which are not otherwise restricted from disposal by law or Board policy. In fact, some asset lands, at the time of acquisition, were identified for possible future transfer or sale. The CTC defines these classes of lands as "Area Plan or Town Center Asset Lands." These area plan asset lands are considered to be developable lands, or portions thereof, in highly urbanized areas that could support sustainable, compact development or other uses consistent with the Goals and Policies of the Regional Plan and local area plans (CTC, 2014). There are a total of 17 area plan asset land parcels located basin-wide with 7 of those located within the boundaries of the Tahoe Valley Area Plan. The Tahoe Valley Area Plan asset lands account for approximately 16.9 acres and each of the parcels are vacant except for two along Tata Lane (approximately 11.6 acres) that are being developed as the Sugar Pine Village Affordable Housing project.

The CTC also manages a Land Bank Program that is designed to facilitate a number of natural resource objectives, assist the needs of the general public and environmental projects, and provide funding benefits. An MOU signed with TRPA in early 1988, enables the Conservancy to sell rights from the Land Bank on the open market.

The retirement of the development potential on properties can generate a wide range of development rights or credits, depending on what existed or was credited to the property at the time of acquisition (either land coverage or other marketable rights). The Conservancy periodically acquires these other rights, including those for tourist accommodations, sewer connections, residential units, and commercial floor area. Such rights are usually sold to parties building or remodeling a commercial site or a multi- family unit(s). The rights are recognized by the various regulatory agencies within the Basin and can therefore be sold or transferred under the proper circumstances. The use of these rights is reserved for projects in the areas where the rights originated in order to maintain the economic base of those communities.

*Lahontan Regional Water Quality Control Board:* Lahontan has water quality responsibilities including the California-side of the Lake Tahoe Basin. This agency establishes water quality standards, subject to the approval of the State Water Quality Control Board, and has broader enforcement power than TRPA. By issuing waste discharge permits and requiring monitoring to show compliance, among other activities, Lahontan actively enforces attainment of standards.

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 storm water discharged to surface waters, which include riparian zones, from area 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.

The NPDES permit issued to the City stipulates a September 30, 2016, deadline to reduce estimated 2004 baseline jurisdictional pollutant loads of fine sediment particles by 10%, total nitrogen by 8% and total phosphorus by 7%. 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 the table below. Lahontan continues to update the NPDES permit every five years to include additional load reduction targets. Attainment of the 2026 target, termed the Clarity Challenge, is estimated to return Lake Tahoe to an average annual transparency of 80 feet (Lahontan 2010).

| CSLT 2026 LOAD REDUCTION REQUIREMENTS | | | | |
|---|---|---|---|---|
| **Parameter** | **Baseline Load (lbs./year)** | **Required Percent Reduction** | **Required Load Reduction (lbs./year)** | **Allowable Load (lbs./year)** |
| Fine Sediment Particle (mass) | 176,450 | 34% | 14,650 | 158,800 |
| Fine Sediment Particles (# of particles) | 2.38E+19 | 34% | 1.58E+19 | 1.57E+19 |
| Total Phosphorus | 2,020 | 21% | 55 | 1,596 |
| Total Nitrogen | 8,034 | 19% | 269 | 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) to define a path to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. The goal of the Load Reduction Report was to identify 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 set forth in the City's NPDES permit, which was then submitted to Lahontan in October, 2021. Proposed strategies outlined in the Load Reduction Plan for meeting the load reduction targets are incorporated in the Area Plan and are discussed in detail in Section 10, Natural and Cultural Resources.

The PLRP estimates the City's pollutant load reduction from water quality projects and enhanced operations and maintenance activities by using the same Pollutant Load Reduction Model (PLRM) which was used in establishing the City's 2004 baseline pollutant load. Estimated load reductions for specific projects and operational improvements are shown in the PLRP. Pollutant load reductions will be credited to the City as

catchments (subwatersheds) with projects and/or operational improvements registered with Lahontan pursuant to the Lake Clarity Crediting Program.

*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.

California Trustee Agencies: State agencies with trustee responsibility in the Tahoe Valley area 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.

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 its 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. The PASs will remain in effect until superseded by an Area Plan.

Federal: The US EPA has designated Lake Tahoe an Outstanding National Resource Water (ONRW). ONRWs are provided the highest level of protection under EPA's Anti-degradation Policy, stipulating that states may allow some limited activities that result in temporary and short-term changes to water quality, but that 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 is 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.

# 2.0 PROJECT DESCRIPTION

## 2.1 AREA PLAN UPDATES OVERVIEW

The proposed project is an update to the Tahoe Valley Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The updated Tahoe Valley Area Plan includes the following changes to the plan boundary and zoning:

- Incorporate 19 parcels fronting US Highway 50 on the west side of the centerline from the existing southern boundary line south to H Street, including four APNs (032-161-012, 032-161-013, 032-161-009, and 032-161-008) located west of the fronting parcels and south of F Street. The addition of these former Plan Area 114 Special Area #1 parcels (totaling 17.5 acres) within the newly created Emerald Bay Connection Corridor (EB-CC) District is intended to increase opportunity for residential development and include potential sites for a future transit center. Permissible uses are consistent with the previous PAS of this area; however, as part of the area plan these parcels are allowed greater density, making future housing development more feasible. In addition, several low intensity commercial uses are added to support the development of a transit center, encouraging an active streetscape and providing interest for individuals when going to and from the Town Center Gateway and Core Districts.

- Incorporate one parcel west of US Highway 50 at the southern plan boundary and seven parcels fronting Melba Drive to the existing Town Center Gateway (TC-G) District so that the Area Plan is contained in this corner by the intersection of E Street and Melba Drive. The addition of these former Plan Area 114 Special Area #1 parcels (totaling 6.2 acres) is a benefit because of their high redevelopment potential, which may be incentivized by the benefits of being in an area plan Town Center.

- Incorporate 15 parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave including one APN (023-221-020) north of Eloise Ave to the existing Town Center Neighborhood Professional (TC-NP) District (previously located within Plan Area 111 Special Area #2). These parcels (totaling 5.3 acres) were previously part of a PAS special area recognizing the legal, but nonconforming nature of the subject parcels. With the incorporation of these parcels into the Area Plan, various existing land uses (e.g., realty offices, professional offices) will become conforming, while giving the existing multi-family residential properties is this area the opportunity to be redeveloped at higher densities within a Town Center.

- Rezone two open space parcels. The first APN (032-191-004), recently identified as asset land between US Highway 50 and Melba Drive, would be rezoned from open space to Town Center Gateway (TC-G). A second APN (023-241-022) recently acquired by the California Tahoe Conservancy at the southwest corner of US Highway 50 and 4$^{th}$ Street would be rezoned from Town Center Mixed-Use Corridor (TC-MUC) to open space.

- Move one APN (023-081-011) from Town Center Gateway (TC-G) to Tourist Center Core (TC-C) south of the Raley's shopping center. This parcel was previously the location of the Barton Ranch House and has a high redevelopment potential for creating public gathering places with a high density multi-family residential component.

The Area Plan includes changes necessary to opt in to the TRPA Phase 2 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 C.

In addition to the changes to area plan boundaries and zoning districts described above, changes are proposed to various area plan sections: land use, community design and housing; revitalization and economic development; development/design standards; and general changes to improve consistency with state laws and other existing plans. These amendments are summarized below – the detailed list of the proposed amendments are documented using track changes (strike out and underline) in the Area Plan chapters and Appendices on the City's website (https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates).

Residential Density – increase multi-family dwelling density to 65 units per acre in the Town Center Core, Town Center Mixed-Use Corridor, and Town Center Gateway Districts, and to 65 units in the Commercial Mixed-Use Services District but only as part of a mixed-use project. Set a minimum multi-family dwelling density of 12 units per acre in each District, though certain mixed-use projects may be exempt from the minimum density in the CMX-S District. 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 the Town Center and Tourist Center land use designations and up to 25 residential units per acre in the High Density Residential land use designation. General Plan Land Use Diagram LU-1 must also be amended to maintain consistency with changes to TVAP Zoning District boundaries. These amendments include: 1) replacing High Density Residential with Town Center for the Gateway District expansion at the south end of the Area Plan and the Neighborhood Professional District expansion at the north end of the Area Plan; 2) replacing Low Density Residential with High Density Residential for the proposed Emerald Bay Connection Corridor District at the southern end of the Area Plan; and 3) replacing Neighborhood Center with Town Center to recognize those parcels locations within the existing Town Center Mixed-Use Corridor Zoning District.
Retention of Housing – each existing residential unit of use located within the area plan that is proposed for demolition must be rebuilt on the same parcel or elsewhere within the area plan boundary. In addition, the replacement unit must be equivalent in size and number of bedrooms, and will be prohibited from obtaining a vacation home rental permit. Further, new condominiums built after adoption of the amendments shall be prohibited from obtaining a vacation home rental permit.

Consistency with California state law – design standards have been updated to clarify accessory dwelling unit (ADU) applicability. Multi-person dwellings, nursing and personal care uses, and residential care uses have been expanded and are now allowed in all area plan Districts where multi-family dwellings are allowed (except CMX-S where multi-family dwellings are only allowed as part of a mixed-use project).

Residential Design Standards – Area Plan Appendix C has been updated to allow 100 percent residential projects in the Healthcare and Neighborhood Professional Districts to utilize standards in City Code 6.85 (Residential Development and Design Standards), adopted in compliance with California SB 35 and SB 330, rather than existing area plan standards that were adopted with commercial and mixed-use projects in mind.

Permissible Uses – Employee housing has been eliminated from the land use matrix as a stand alone category. Employee housing shall be classified as single family, multiple family, or multiple person dwellings based on the design and organization of accommodations.

The public owned assembly and entertainment use has been removed and is now included with local public assembly facilities. The amusement and recreation and privately owned assembly and entertainment uses have been consolidated under amusement, recreation, and entertainment facilities. The general retail and personal service use definition has been expanded to explicitly include health and athletic clubs;

gymnasiums; day spas that perform massages, manicures, etc.; and funeral parlors and related services. Tree farms, which were erroneously left out of the use matrix at the time of the area plan's initial adoption, has been added.

Commercial Floor Area and Outdoor Dining - To reduce barriers associated with establishing outdoor dining, 20 outdoor dining seats will be allowed by right for eating and drinking uses, without the need to obtain additional commercial floor area (CFA). The 20 seats of outdoor dining was 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 amendment to allow outdoor dining up to 20 seats. Outdoor dining and seating create more active streetscapes and do not have the same impacts as indoor seating due to their seasonal nature.

Advertising for Accessory Uses - accessory uses may advertise separately from the primary use; however, they are still subject to the signage area allowed per SLTCC Chapter 6.40.

Commercial Design Standards - Building articulation and modulation standards were previously included for commercial projects, but were unclear and subjective. Objective design standards have been added to Appendix C for new construction and major façade improvements. These standards draw heavily from the South Lake Tahoe Design Guidelines (2016), which are now included in the TVAP as Appendix B.

The roof height requirement and building height limitation applicable to the maximum number of stories has been eliminated, and the minimum roof pitch reduced from 5:12 to 3:12. Exceptions to the corner build area standard have been added for parcels where SEZ or other natural features are present and should be retained. Exceptions have been added for additional height when required for public safety and transportation uses, as well as flexibility in building placement and orientation.

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 Resource Code Section 21064.3, in anticipation of improved transit services, parking standards have been adjusted to be in alignment with the intention of this state law. The update includes an automatic but optional 25 percent reduction in parking when the project site in within a half mile of a transit stop. Parking may be further reduced when the project includes contributions to alternative transportation. While most businesses wish to reduce onsite parking, some require additional parking due to seasonal demands and popularity. The plan offers flexibility for an applicant to provide a parking demand analysis, for review and approval by the Planning Commission, to build more parking than otherwise allowed. Bicycle parking has been adjusted so that it is no longer based on the number of automobile spaces.

General Code Corrections and Consistency Improvements - General improvements include correcting City Code and TRPA Code references, incorporating amendments implemented by TRPA through Ordinance 2021-01, and referencing new TRPA policies that support the proposed amendments. TRPA Code of Ordinances 31.4.6 will be referenced to ensure that legal, non-conforming tourist and residential densities can be maintained and managed pursuant to that section. The TVAP includes the TRPA interpretation that commercial and residential/tourist mixed-use projects are allowed to use the full parcel area in determining density, regardless of the amount of commercial floor area on the parcel. Commercial floor area shall also be the maximum allowable in that district.

Right of Way Improvements and Complete Streets Consistency - Transportation and Circulation Policies have been amended to reflect current areas of focus, and align with and progress the City's Complete Streets Program. Recent mobility improvement concepts from TRPA's Active Transportation Plan and Lake Tahoe

Unified School District's Safe Routes to School Master Plan have been incorporated. Implementation efforts have been updated to account for completed projects, and identify new areas of support, such as implementation of TRPA's SR 89 Recreation Corridor Management Plan.

**Table 2** provides an overview of the plan, maps, and ordinances that are relevant to the Tahoe Valley Area Plan, a synopsis of the proposed changes, and a brief description of those changes.

**Table 2**
**Elements of the Tahoe Valley Area Plan**

| Tahoe Valley Area Plan Element/ Section | Proposed Change from Existing Plans, Maps, and Ordinances | Summary Description |
|---|---|---|
| Land Use, and Land Use Map | Update maps to include newly incorporated parcels in existing Town Center Zoning Districts.<br><br>Add the Emerald Bay Connection Corridor District (EB-CC).<br><br>Expand on existing policy. | ▪ Elaborate Policy LU-2.1 to encourage mixed-use projects in the Town Center – Core District.<br>▪ Establish a vision for the newly formed Emerald Bay Connection Corridor District |
| Existing Conditions | Modified to reflect changes since area plan initial adoption.<br><br>Updated maps. | ▪ Existing land use table modified to reflect plan area expansion.<br>▪ The Airport Land Use Compatibility Plan section was updated to reflect the Airport Land Use Compatibility Plan which replaced the Comprehensive Land Use Plan.<br>▪ Updated Total Daily Maximum Load standards and compliance. |

| | | |
|---|---|---|
| Zoning Map Amendment (Zoning map) | Change zoning for newly incorporated parcels. | ▪ One (1) parcel from the TC-G (Town Center Gateway) rezoned as TC-C (Town Center Core).<br>▪ Eight (8) parcels from PAS 114, Special Area #1 rezoned as TC-G.<br>▪ Fifteen (15) parcels from PAS 111, Special Area #2 rezoned as TC-NP (Town Center Neighborhood Professional).<br>▪ Nineteen (19) parcels from PAS 114 and PAS 114, Special Area #2 included as Emerald Bay Connection Corridor District.<br>o The Emerald Bay Connection Corridor District was created to allow for high-density residential development adjacent to the town center as well as to provide potential sites for a transit center. This is a transitional area of mixed uses limited to those compatible with scenic restoration, the intensity of Highway 50/89, and the background residential areas. Permissible uses are drawn from to those allowed in the adjacent Bonanza Plan Area Statement (114), in which these parcels were previously included. These uses consist of residential, tourist accommodation, neighborhood compatible commercial uses, and public service. |
| Land Use and Community Design | Modification to existing policy | ▪ Modified Policy LU-8.1 to acknowledge the increase of residential uses in the Commercial Mixed-Use Service District. Recognize the need to maintain industrial services in a manner that is compatible with residential uses. |
| Economic Development | Include new economic development policies and modification of existing policies. | ▪ Create consistency between Policy ED-1.3 and Resolution 2023-051 regarding commercial floor area incentives.<br>▪ Addition of Policy ED-1.6 to clarify when Commercial Floor Area (CFA) is needed.<br>▪ Addition of Policy ED-1.7 indicating the City's intent to pursue a special event designation for the Tahoe Valley.<br>▪ Modify Policy ED-3.1 to encourage neighborhood compatible industrial uses. |
| Housing | Modify and add to policies. | ▪ Modify Policy H-1.2 to reflect current City housing incentives and include density bonuses per AB 682.<br>▪ Addition of Goal H-2 and associated policies (H-2.1 and H-2.2) to maintain long term housing. |
| Transportation and Circulation | Modifications to existing policies and addition of new policies regarding reduced parking strategies.<br><br>Updates to Transportation and Circulation Strategies table to indicate progress and completion. | ▪ Update Policy T-2.5 to allow projects to offset parking demand through additional parking management, contributions to shared parking facilities, public transportation and/or right of way improvements.<br>▪ Addition of Policy T-2.6 establishing reduced parking requirements for affordable housing projects that are not exempt from parking requirements by state law.<br>▪ Addition of Policies T-2.7 and T-2.8 to explore a parking benefit district and parking hub.<br>▪ Various other policy modifications to reflect evolved goals of pedestrian and bicycle circulation.<br>▪ Completed implementation strategies have been moved to a new table with completion dates. Strategies in progress have |

| | | |
|---|---|---|
| | | been updated to reflect current stages based on City or other agency action. |
| Natural and Cultural Resources | Updates to reflect completed and progressed scenic quality improvements, stream zone restoration, and water quality improvement strategies. | ▪ Completed implementation strategies have been moved to a new table with completion dates. |
| Incentive and Mitigation Programs | Update CFA allocation, Tourist Accommodation Bonus Units, and Residential Bonus Units sections to remove outdated numbers.<br><br>Include Accessory Dwelling Unit and Multi-family development right incentives. | ▪ The count of CFA, Tourist Accommodation Bonus Units, and Residential Bonus Units was removed to avoid having outdated numbers in the Area Plan.<br>▪ Secondary units have been replaced with accessory dwelling units.<br>▪ The City incentive of RUUs at no cost for ADUs and multi-family developments has been included.<br>▪ The Change in Use section was removed as it is no longer contained in the South Lake Tahoe City Code or TRPA Code of Ordinances.<br>▪ The Conversion of Use section was updated to reflect the current Chapter 51 of TRPA Code of Ordinances. |
| Appendix B, | Replaced with Commercial Design Guidelines | ▪ TRPA height findings were removed from this appendix. The findings are applicable through reference to TRPA Code of Ordinances.<br>▪ The South Lake Tahoe Commercial Design Guidelines have been included as Appendix B to provide visual representations of the intent of design standards in Appendix C. |
| Appendix C, Development and Design Standards | Modify existing use matrix for clarity and consistency.<br><br>Modification of existing standards for clarity. | ▪ Permissible use matrix and definitions have been modified for consistency and simplification.<br>▪ All items previously included in the Substitute Design Standards have been relocated to the main standards section. |
| Appendix D, CSLT Green Building Program | Include more recent sustainable building certification programs. | ▪ Additional green building certifications are being added to the Green Building Program to make projects eligible for development incentives. Development incentives are no longer tiered and shall be based on the discretion of the decision-making authority. |

As part of the Tahoe Valley Area Plan, the City of South Lake Tahoe will maintain compliance with all mitigation measures from the Regional Plan Update EIS certified by the TRPA Governing Board on December 12, 2012. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, adopted on December 12, 2012, and effective on February 9, 2013.

Also part of the Tahoe Valley Area Plan is the City of South Lake Tahoe's continued compliance with all mitigation measures from the General Plan EIR certified by the City on May 17, 2011.

The following is a description of proposed updates to land use zoning districts identified in **Figure 3.**

Town Center Core District

This district is the heart of the Tahoe Valley area and intended to become a place of public gathering and retail activity meeting the needs of both area residents and tourists. This district allows for mixed-use projects with a focus on ground-level active storefronts and pedestrian- and transit-oriented development that encourages pedestrian activity and supports multi-modal transportation. Allowable uses include tourist accommodation, retail, commercial, entertainment, and office uses, as well as mixed-use residential development.

**Table 3** summarizes changes to development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 3**
**Development Standards for the Town Center Core District**

| Development Standard | | Existing Core | Proposed Core |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | 65 persons/acre, no minimum |
| | Nursing and Personal Care | Not permitted | 65 persons/acre, no minimum |
| | Residential Care | Not permitted | 65 persons/acre, no minimum |
| | Single Family Dwelling | Condos only | Condos only. 12-65 units/acre |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Nursing and Personal Care | Not permitted | Allowed by right |
| | Residential Care | Not permitted | Allowed by right |
| | Multi-Person Dwelling | Not permitted | Allowed by right |
| | Nursery | Not permitted | Requires special use permit |
| | Membership Organization | Not permitted | Allowed by right |
| | Religious Assembly | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (A)<br>Public Owned Assembly & Entertainment (A) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Small Scale Manufacturing | Requires a special use permit. | Allowed by right |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (A) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | The height of the sloped roof must be a minimum 40% of the height of the building | This standard was removed. |
| | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |

Town Center Gateway District

The Gateway District, which includes properties surrounding the "Y" intersection and properties along Lake Tahoe Boulevard and Emerald Bay Road, is a key arrival area for travelers to South Lake Tahoe. This district is intended to create an attractive mixed-use commercial corridor that provides a welcoming gateway to South Lake Tahoe. The physical form varies to reflect the commercial mixed-use character of

the gateway corridor and to transition from surrounding, lower-density districts to the Town Center Core. Allowable uses include tourist accommodation, retail, commercial, recreation, office uses, as well as mixed-use residential development. **Table 4** summarizes development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 4**
**Development Standards for the Town Center Gateway District**

| Development Standard | | PAS 114 Special Area #1 | Existing Gateway | Proposed Gateway |
|---|---|---|---|---|
| Density | Multiple Family Dwelling | 15 units/acre | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | Not permitted | 65 persons/acre, no minimum |
| | Nursing and Personal Care | 25 persons/acre | Not permitted | 65 persons/acre, no minimum |
| | Residential Care | 25 persons/acre | Not permitted | 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | Condos only | Condos only, 12-65 units/acre |
| | Employee Housing | Not permitted | Not permitted | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Multi-Person Dwelling | Allowed by right | Not permitted | Allowed by right |
| | Nursing and Personal Care | Allowed by right | Not permitted | Allowed by right |
| | Residential Care | Allowed by right | Not permitted | Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (Not permitted)<br>Privately Owned Assembly & Entertainment (Not permitted)<br>Public Owned Assembly & Entertainment (S) | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (S)<br>Public Owned Assembly & Entertainment (A) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (Not permitted) | Local Assembly & Entertainment (A) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Religious Assembly | Not permitted | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | No applicable | The height of the sloped roof must be a minimum 40% of the height of the building | This standard was removed |
| | Roof Slope | TRPA Code Chapter 37.3.4 | 5:12 to 12:12 | 3:12 to 12:12 |

Town Center Mixed-Use Corridor

This district is intended to facilitate the transformation of the eastern and western portions of Lake Tahoe Boulevard into a multi-modal, mixed-use corridor. Allowable uses include a rich mixture of retail, service, public facility, recreation, entertainment, and housing organized in a compact development pattern, creating an aesthetically-pleasing and safe environment for pedestrians, cyclists, and automobile drivers. **Table 5** summarizes development standards that apply to this district (refer to Appendix C of the Tahoe Valley Area Plan for more detail):

**Table 5**
**Development Standards for the Town Center Mixed-Use Corridor District**

| Development Standard | | Existing TC-MUC | Proposed TC-MUC |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | 65 persons/acre, no minimum |
| | Nursing and Personal Care | Not permitted | 65 persons/acre, no minimum |
| | Residential Care | Not permitted | 65 persons/acre, no minimum |
| | Single Family Dwelling | Condos only | Condos only, 12 – 65 units/acre |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Multi-Person Dwelling | Not permitted | Allowed by right |
| | Nursing and Personal Care | Not permitted | Allowed by right |
| | Residential Care | Not permitted | Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (S)<br>Public Owned Assembly & Entertainment (A) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (A) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Auto Repair and Service | Not permitted | Requires special use permit |
| | Religious Assembly | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously |
| | Small Scale Manufacturing | Requires a special use permit. | Allowed by right. Previously required a special use permit. |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | The height of the sloped roof must be a minimum 40% of the height of the building | This standard was removed. |

Town Center Neighborhood Professional

This district is intended to allow a variety of residential and non-residential uses to encourage a greater mix and intensity of uses in a pedestrian and bikeable environment at a scale and form that is appropriate to its neighborhood context and adjacent residential uses. Allowable uses include commercial, public service, healthcare, and office uses, social services, neighborhood parks, as well as all types of residential development. **Table 6** summarizes development standards that apply to this district (refer to Appendix C of the Tahoe Valley Area Plan for more detail):

**Table 6**
**Development Standards for the Town Center Neighborhood Professional District**

| Development Standard | | PAS 111 Special Area #2 | Existing TC-NP | Proposed TC-NP |
|---|---|---|---|---|
| Density | Multiple Family Dwelling | 8 units/acre | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | 25 persons/acre | 65 persons/acre, no minimum |
| | Nursing and Personal Care | 25 persons/acre | 25 persons/acre | 65 persons/acre, no minimum |
| | Residential Care | 25 persons/acre | 25 persons/acre | 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | 2 units per parcel, provide one is an authorized secondary residence | 1 unit per parcel, excluding ADUs |
| | Employee Housing | Not permitted | As per the limitations set forth for the multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | General Retail and Personal Service | Not permitted | Not permitted | Allowed by right |
| | Nursery | Requires a special use permit | Not permitted | Allowed by right |
| | Religious Assembly | Not permitted | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | Not applicable | Not applicable | Not applicable |
| | Roof Slope | TRPA Code Chapter 37.3.4 | 5:12 to 12:12 | 3:12 to 12:12 |

Town Center Healthcare District

The Healthcare District contains the area within the immediate vicinity of Barton Hospital, north and south of South Avenue and between Third Street and Winnemucca Avenue. Despite the upcoming relocation of Barton Hospital out of this district, it is intended to remain a core area for healthcare services and shall be expanded to include a broader range of commercial services related to and independent from healthcare. **Table 7** summarizes development standards that apply to this district (refer to Appendix C of the Tahoe Valley Area Plan for more detail):

**Table 7**
**Development Standards for the Town Center Health-Care District**

| Development Standard | | Existing TC-HC | Proposed TC-HC |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | 25 persons/acre | 65 persons/acre, no minimum |
| | Nursing and Personal Care | 25 persons/acre | 65 persons/acre, no minimum |
| | Residential Care | 25 persons/acre | 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | 1 unit per parcel, excluding ADUs |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Single Family Dwelling (includes condominiums) | Requires a special use permit | Allowed by right |
| | General Retail and Personal Service | Not permitted | Allowed by right |
| | Nursery | Not permitted | Allowed by right |
| | Animal Services | Not permitted | Allowed by right |
| | Professional Offices | Not permitted | Allowed by right |
| | Business Support Services | Not permitted | Allowed by right |
| | Local Public Assembly Facilities | Not permitted | Requires a special use permit |
| | Membership Organizations | Not permitted | Allowed by right |
| | Religious assembly | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Schools - College | Not permitted | Requires a special use permit |
| | Schools – Kindergarten through Secondary | Not permitted | Requires a special use permit |
| | Threshold Related Research Facilities | Not permitted | Allowed by right |
| | Cultural Facilities | Requires a special use permit | Allowed by right |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously |
| | Small Scale Manufacturing | Not permitted | Requires a special use permit. |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | Not applicable | Not applicable |

Commercial Mixed-Use Service District

This district is intended to provide for a mix of small- and medium-scale commercial, support services, and light industrial uses to meet local and regional demand. **Table 8** summarizes development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 8**
**Development Standards for the Commercial Mixed-Use Services District**

| Development Standard | | Existing CMX-S | Proposed CMX-S |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre, allowed only as part of a mixed-use project. Certain mixed-use projects may be exempt from the minimum density standard. |
| | Multi-Person Dwelling | Not permitted | 255 persons/acre, allowed only as part of a mixed-use project. No minimum |
| | | | |
| | | | |
| | Single Family Dwelling | 1 unit per parcel | 1 unit per parcel, allowed only as part of a mixed-use project. |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Multi-Family Dwelling | Requires a special use permit | Allowed by right as part of mixed-use project |
| | Multi-Person Dwelling | Requires a special use permit | Allowed by right as part of mixed-use project |
| | Single Family Dwellings (includes condos) | Requires a special use permit | Allowed by right as part of mixed-use project |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (Not permitted)<br>Public Owned Assembly & Entertainment (Not permitted) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Religious Assembly | Requires special use permit | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | Not applicable | Not applicable |

Emerald Bay Connection Corridor District

The Emerald Bay Connection Corridor District is proposed to allow for higher-density residential development adjacent to the town center. This is a transitional area of mixed uses limited to those compatible with scenic restoration, the intensity of Highway 50/89, and the background residential areas. The City sees within this district a potential opportunity for a transit center close to high density development and along a major travel way. Permissible uses are drawn from those allowed in the adjacent Bonanza Plan Area Statement (114), in which these parcels were previously included. Permissible uses include residential, tourist accommodation, neighborhood compatible commercial uses, and public service and are listed below. Developments within this district shall meet all applicable standards of the TVAP. **Table 9** summarizes development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 9**
**Development Standards for the Emerald Bay Connection Corridor District**

| Development Standard | | PAS 114 Special Area #1 | Proposed EB-CC |
|---|---|---|---|
| Density | Mobile Home Dwelling | 8 units/acre, special use permit required | 8 units/acre, requires a special use permit |
| | Multiple Family Dwelling | 15 units/acre, allowed by right | 12-25 units/acre, allowed by right |
| | Multi-Person Dwelling | Not permitted | 25 persons/acre, allowed by right |
| | Nursing and Personal Care | 25 persons/acre, allowed by right | 25 persons/acre, allowed by right |
| | Residential Care | 25 persons/acre, allowed by right | 25 persons/acre, allowed by right |
| | Single Family Dwelling | 1 unit per parcel | Condominiums only, allowed by right. See multi-family density. |
| | Bed & Breakfast Facilities | 10 units/acre, special use permit required | 10 units/acre, requires a special use permit |
| | Hotel, Motel, and Other Transient Dwelling Units | 40 units/acre, special use permit required | 40 units/acre, requires a special use permit |
| | Employee Housing | Not permitted | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Eating and Drinking | Not permitted | Requires a special use permit |
| | General Retail and Personal Service | Not permitted | Requires a special use permit |
| | Nursery | Requires a special use permit | Requires a special use permit |
| | Professional Offices | Requires a special use permit | Requires a special use permit |
| | Schools – Business & Vocational | Requires a special use permit | Requires a special use permit |
| | Parking Lots | Not permitted | Requires a special use permit |
| | Cultural Facilities | Requires a special use permit | Allowed by right |
| | Daycare Centers/Preschool | Requires a special use permit | Requires a special use permit |
| | Government Offices | Requires a special use permit | Requires a special use permit |
| | Local Public Assembly Facilities | Requires a special use permit | Requires a special use permit |
| | Local Public Health and Safety Facilities | Requires a special use permit | Allowed by right |
| | Membership Organizations | Requires a special use permit | Allowed by right |
| | Religious Assembly (churches) | Requires a special use permit | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Social Service Organization | Requires a special use permit | Requires a special use permit |
| | Pipelines & Power Transmission | Requires a special use permit | Requires a special use permit |
| | Transit Stations & Terminals | Requires a special use permit | Requires a special use permit |
| | Transmission & Receiving Facilities | Requires a special use permit | Requires a special use permit |
| | Transportation Routes | Requires a special use permit | Allowed by right |
| | Day Use Areas | Allowed by right | Allowed by right |

| | | | |
|---|---|---|---|
| | Outdoor Recreation Concessions | Not permitted | Requires a special use permit |
| | Participant Sport Facilities | Requires a special use permit | Requires a special use permit |
| | Riding and Hiking Trails | Allowed by right | Allowed by right |
| | Visitor Information Centers | Not permitted | Requires a special use permit |
| | Forest and Timber Resource Management | Allowed by right | Allowed by right |
| | Tree Farms | Not permitted | Allowed by right |
| | Vegetation Resource Management | Allowed by right | Allowed by right |
| | Water Quality Improvements and Watershed Management | Allowed by right | Allowed by right |
| | Wildlife and Fisheries Resource Management | Allowed by right | Allowed by right |
| | Range Management | Not permitted | Allowed by right |
| | Open Space | Allowed by right | Allowed by right |
| | Small Scale Manufacturing | Not permitted | Requires a special use permit |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | Not applicable | Not applicable |

Open Space

This district is intended to preserve land in its present use that would: 1) conserve and enhance natural or scenic resources; 2) protect streams environment zones, sensitive lands, water quality or water supply; 3) promote soil and habitat conservation; 4) enhance recreation opportunities; and/or 5) preserve visual quality along highways, roads, and street corridors or scenic vistas. The land is predominantly open, undeveloped, or lightly developed with trails or water quality projects, and is suitable for any of the following: natural areas, wildlife and native plant habitat; erosion control facilities, stream environment zones, stream corridors; passive parks; and/or trails for non-motorized activities. One CTC parcel identified as an asset land, APN 032-191-004, was rezoned from open space to TC-G and one parcel recently acquired by the CTC (023-241-022) was rezoned from TC-MUC to open space. No changes to the development standards of the Open Space District were made.

TRPA Town Center Overlay

This overlay contains much of the region's non-residential services and has 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. The overlay designation also establishes areas of the region that qualify for additional land coverage, height, and density incentives to encourage redevelopment activity and provide capacity for transfers of development from sensitive and outlying areas. These amendments propose to expand the TRPA Town Center Overlay by 11.5 acres to include additions to the TC-NP and TC-G Zones (see Figure 3).

Permissible Use List

The Tahoe Valley Area Plan updates propose modifications to the existing permissible use list to consolidate multiple similar uses under one category, to create more succinct criteria, and to increase compatibility within categories. "Employee Housing" has been eliminated as an independent use and shall be included in other residential uses where occupant organization is the defining criteria rather than ownership. Health and athletic clubs, day spas, and funeral parlors are now included under General Retail and Personal Service as they are consistent with the existing criteria of the category in that they are "non-medical services involving the care of persons." Categories in which there was overlap of criteria have been consolidated into one use encompassing amusement, recreation, assembly, and entertainment. Permissible uses in the Health Care District have been expanded to reflect those of the Neighborhood Professional District. This is a change made in anticipation of Barton Health downsizing their presence at this location.

Anticipated Development

By the year 2034, the Tahoe Valley Area Plan is anticipated to accommodate an additional 77,000 to 102,000 square feet of CFA that would consist of CFA allocated to the Area Plan by TRPA, CFA from the City Pool and the transfer of existing CFA that would be transferred from outside of the Area Plan. These projections are unchanged from the 2015 Area Plan adoption. Policy provisions in the Tahoe Valley Area Plan identify the desire for developing and repurposing existing commercial uses towards resident-serving and recreation-based retail uses, and turning Tahoe Valley into an entertainment and recreation center.

As analyzed for the 2015 Area Plan, residential development and redevelopment by 2034 would primarily occur as multi-family, live/work, and mixed-use units, and is anticipated to consist of 373 new dwelling units. The development and redevelopment would occur through a combination of the current City and TRPA allocation system, including provisions for bonus units for affordable, moderate, and market-rate housing, and the potential conversion of 100 tourist accommodation units in the Tahoe Valley plan area. This plan amendment identifies the need for additional housing in Tahoe Valley and expands the number of parcels that are eligible for residential development incentives under Area Plan Section 7 – Housing policies H-1.2 (Housing Incentives), H-1.3 (Residential Improvement), H-1.5 (Redirection of Development), H-1.9 (Housing Needs), H-1.10 (Conversions) and H-2.2 (Housing in the Town Center Core District). The addition of 11.5 acres of new parcels to the Area Plan Town Center and 17.5 acres of parcels to the newly formed Emerald Bay Connection Corridor District (outside of the Town Center boundary) would help increase the rate of predicted residential buildout for the Area Plan. It is also possible that the addition of new parcels within the Town Center would increase the number of new dwelling units assumed for Tahoe Valley Area Plan buildout in the Regional Plan Update EIS. However, the Area Plan amendments do not propose any changes to the TRPA growth management system, so overall residential development limits would remain unchanged.

Design and Development Standards

The Tahoe Valley Area Plan includes development and design standards that are specific to the Plan Area and replace the City of South Lake Tahoe City Code Chapters 6.10 and 6.55 development standards, and portions of the TRPA Code of Ordinances Chapter 30, land coverage, Chapter 31 regarding density, Chapter 36 regarding design standards, and Chapter 37 regarding height standards. Standards for the Area Plan are contained in Appendix C of the Tahoe Valley Area Plan. Further design and development standards are housed in the South Lake Tahoe Design Guidelines (2016). This document has historically been used as a supplemental document to Appendix C. As part of the updates to the plan, this document

shall be included as Appendix B and shall be used in conjunction with Appendix C to provide examples of the standards. Specific standards that have been changed through this process include:

- Allowing roof pitches of 3:12 to 12:12 (previously the minimum roof pitch was 5:12) and the removal of the roof height requirement.
- Shifting to more objective building modulation and articulation standards.
- Increased flexibility in corner build and build to line requirements.
- Increased bicycle parking requirements
- Reducing residential parking requirements by right, for example, each multi-family residential unit is permitted one parking space and that number may be reduced further if a deed restriction is placed on the property making the property owner responsible for parking management.
- Allowing for a reduction in commercial parking spaces, for example, a 25% reduction in parking supply for projects located within ½ mile of a transit stop.

Significant changes were made to the organization of Appendix C by incorporating design standards previously designated as "substitute" into the primary standards. Purely residential projects in certain districts may now follow the residential design standards contained in the City of South Lake Tahoe City Code Chapter 6.85.

Maximum Transferred Land Coverage

No changes to the land coverage system of the Tahoe Valley Area Plan are being proposed. 11.5 acres would be added to the Town Center under the amendments, increasing the allowable land coverage therein to a maximum of 70 percent on high capability lands with transfer. The newly created Emerald Bay Connection Corridor District shall adhere to coverage limitations set forth in TRPA Code of Ordinances Chapter 30: Land Coverage.

Building Height and Design

The maximum building height and number of stories for each district shall remain the same for commercial and mixed-use projects. Purely residential developments in TC-NP and TC-HC and all projects in the Emerald Bay Connection Corridor District shall meet the height requirements of City Code Chapter 6.85 and TRPA Code of Ordinances Section 37.4. In order to increase the efficiency and feasibility of large buildings, a minimum roof pitch of 3:12 is being proposed (previously 5:12) as well as elimination of the requirement that a building's roof be 40 percent of the building height.

Numerous other changes are being made for clarity and consistency, most notably the creation of objective design standards to achieve desired levels of building articulation.

Density

New density maximums and a minimum density standard are being proposed. For the first time the City is proposing a minimum density of 12 units per acre for multiple family dwellings in all Tahoe Valley area plan districts. Mixed-use projects meeting certain criteria may be exempt from the minimum density. The maximum density for multiple family dwellings in the TC-C, TC-MUC, and TC-G shall be increased from 25 to 65 units per acre. Residential projects in all other districts shall remain at 25 units per acre.

The Tahoe Valley Area Plan will incorporate the City's accessory dwelling unit (ADU) ordinance; however, these units are not counted towards density.

Redevelopment Incentives

The Tahoe Valley Area Plan already provides several incentives for redevelopment of properties in the plan area. These incentives are described in the draft Tahoe Valley Area Plan and have not undergone changes. Refer to Resolution 2023-051 passed by City Council on June 6, 2023, for the City's policy on distributing TRPA commodities.

Transportation

The Tahoe Valley Area Plan calls for various improvements to vehicle, bike, and pedestrian routes. No specific projects are approved through the plan and all future projects would be subject to applicable environmental review and permitting requirements. Section 8 of TVAP provides summaries of transportation and circulation strategies proposed and completed in the Tahoe Valley. Some improvements that have been completed remain in the table of strategies to ensure maintenance.

Recreation and Open Space

No changes are being made to the Recreation and Open Space elements of the Tahoe Valley Area Plan, except for the rezoning of one parcel, 1123 Emerald Bay Road, from Open Space to Town Center Gateway District and another parcel near Third Street and Barton Avenue from TC-MUC to OS. The first change is being made to allow for development of housing, as the parcel has been identified as an Asset Land. The second change recognizes the CTC's acquisition of a formerly private parcel.

The Tahoe Valley Area Plan does not propose an allocation of People at One Time (PAOT) summer day recreation use. However, the Plan includes a Recreation Section that contains policies to promote a range of recreation uses (e.g., public open space areas with and without recreational improvements, green spaces, plazas and public gathering places, dog park, neighborhood pocket parks/playgrounds, bike and pedestrian opportunities, and establishment of a "recreation hub" near the "Y" intersection area).

A major component maintained in the Tahoe Valley Area Plan is construction of the Tahoe Valley Greenbelt. The project calls for construction of a unique recreation and open space community amenity located just southeast of the Y intersection. The project will serve as an enhanced area-wide stormwater treatment system that includes SEZ restoration, installation of pedestrian-bicycle paths, pedestrian amenities, and interpretive signage. The Greenbelt will serve as a visual amenity for adjacent residential and commercial uses and provide a bicycle and pedestrian linkage connecting the commercial core to adjacent residential uses.

Public Services

The Tahoe Valley Area Plan includes policy provisions that support upgrading the Lukins Brothers Water System (though no specific improvements have been identified), encouraging new and remodeled structures to design for solar orientation and solar panels, and incorporating a greater variety of green technology design techniques to reduce energy consumption, and promoting access to broadband.

Conservation//Natural and Cultural Resources

In the Tahoe Valley Area Plan the City identifies natural and cultural resource goals, policies and implementation strategies to implement provisions of the Regional Plan and General Plan. The following is a summary of improvements identified in the initial Tahoe Valley Area Plan, which have not been modified:

- Zoning SEZ restoration sites and stormwater drainage basins as open space.
- Designate the view of Tahoe Mountain and the distant ridgeline views of Monument Peak as new scenic resources.
- Incorporate design standards to ensure that the built environment is compatible with the natural scenic qualities of the Lake Tahoe Basin.
- Complete construction of the US 50 and SR 89 Water Quality Improvement Project.
- Restore disturbed SEZs located within the Tahoe Valley Greenbelt.
- Coordinate with the California Tahoe Conservancy to prioritize the removal of development and land coverage from delineated SEZs and the TRPA designated Stream Restoration Plan Area.
- Amend the 1987 Bailey Mapped Land Capability Map to adopt an updated map that more accurately delineate the boundaries of the SEZs located within the Tahoe Valley plan area.
- Implement the area-wide stormwater system for the Tahoe Valley Water Quality Improvement Project.
- Implement the City's Pollutant Load Reduction Plan by registering the Glorene and 8th Street Water Quality Improvement Project.
- Promote the transfer of coverage from disturbed SEZs by creating a bonus coverage transfer match for transfers from the TRPA designated Stream Restoration Plan Area, the Tahoe Valley Greenbelt, and from the Upper Truckee River Hydrologically Related Area.

# 3.0 BASELINE

As specified in Section 13.3.1 of the TRPA Code, 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. Thus, existing baseline conditions for the purposes of this IS/IEC reflect current 2023 environmental conditions (the time of writing of this IS/IEC) with the updated Regional Plan, TRPA Code, City General Plan and Code in effect, and the existing plans (PAS 111 and PAS 114), maps, and ordinances also in effect. The Tahoe Valley Area Plan has an approximate 20-year planning horizon.

The proposed project evaluated in this IS/IEC are the proposed amendments to the Tahoe Valley Area Plan, which was adopted on July 22, 2015 .

# 4.0 METHODOLOGY AND ASSUMPTIONS

This IS/EIC was prepared to evaluate the potential environmental effects of changes proposed to the Tahoe Valley Area Plan using CEQA and TRPA checklist questions, responses, and supporting narrative. The analysis tiers and incorporates by reference 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., *2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy IS/ND/IEC/FONSE*, April 2021.
- CSLT, *General Plan Update EIR*, certified by the City Council on May 17, 2011 (CSLT EIR).
- City of South Lake Tahoe, *Tahoe Valley Area Plan IS/MND/IEC/FONSE*, certified by the City Council on June 2, 2015 and adopted by the TRPA on July 22, 2015.

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 Tahoe Valley Area Plan. To the extent that the Tahoe Valley Area Plan is consistent with the City General Plan, the TRPA Regional Plan and the RTP, for which the program documents were prepared, the Tahoe Valley Area Plan could be found to be "within the scope" of the program documents.

This Tahoe Valley Area Plan Amendments IS/IEC is also a program-level environmental document. No specific development projects are proposed at this time or analyzed herein. All future projects within the Tahoe Valley area would be subject to project-level environmental review and permitting by City and/or TRPA, with the permitting agency determined based on the size, nature, and location of the project (Section 13.7.3 of the TRPA Code). Project-level environmental documents would identify and describe mitigation for any potentially significant environmental impacts.

TRPA has prepared an Area Plan Environmental Analysis Guidelines flowchart intended to assist local jurisdictions in considering environmental review requirements associated with the land uses proposed in area plans. The guidance poses the following questions:

- Does a land use district in the area plan allow a use that has a greater potential impact than the corresponding land use in the Regional Plan? This includes any community plans and/or PASs that would be wholly or partially replaced by the area plan.
- Does a zoning district in the area plan allow a use that has a greater potential impact than the corresponding land use district in the PAS?
- Does the project have a greater potential impact than the use allowed by the existing zoning district/PAS?

These questions contemplate whether land use changes resulting from adoption of amendments would result in new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan.

To address these questions, the proposed amendments to the Tahoe Valley Area Plan Land Use Map and Zoning Map, and TRPA Conceptual Land Use Map were carefully reviewed. The adopted 2015 land use and zoning map are consistent with the TRPA Conceptual Land Use Map adopted as part of the 2012 Regional Plan and the City General Plan which was adopted in 2011. Proposed additions to the town center boundary (Town Center Gateway and Town Center Neighborhood Professional Districts) in these amendments would expand town center areas envisioned in TRPA's Regional Plan Conceptual Land Use Map which classifies Tahoe Valley as mixed-use. As a result, amendments to expand the Town Center and the TRPA regional plan maps will need to comply with TRPA Code Section 13.5.3.G (Modification to Centers) and be adopted by the TRPA Governing Board following City adoption of the Area Plan amendments.

The tables included in Chapter 2 of this IS/IEC compares the existing permissible uses allowed within PAS 111 and 114 with those uses that would be allowed with the Tahoe Valley Area Plan, as specified in the Development and Design Standards of the Tahoe Valley Area Plan.. Generally, the types of land uses that would be permissible in the TC-G, TC-C, TC-MUC, TC-NP, TC-HC and CMX-S zoning districts are consistent with the mix of uses (commercial, public service, light industrial, office, tourist accommodation, and residential) envisioned for community centers in the Regional Plan (TRPA 2012a, p. 2-33) and the General Plan (CSLT 2011, pp. LU-3 and LU-10); the uses that would be permissible within these zoning districts reflect the mix of uses envisioned for recreation areas in the Regional Plan (TRPA 2012a, p. 2-19); and the uses within the OS zoning district would be limited to passive recreation uses, storm water facilities, and restoration activities.

Because the proposed new uses would be consistent with the uses envisioned in the Regional Plan, the analysis herein focuses on the unique characteristics of the allowed uses, new district, and 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.

# 5.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

1. Project title: Tahoe Valley Area Plan Amendments

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, Assistant Planner, (530) 542-7405

   Tahoe Regional Planning Agency: Alyssa Bettinger, Senior Planner, (775) 589-5301

4. Project location:

   The Tahoe Valley Area Plan is in the southwestern portion of the City of South Lake Tahoe (see **Figure 1**). Regional access to the Tahoe Valley plan area is provided by US Highway 50 (US 50) and California State Route 89 (SR 89). The Tahoe Valley plan area serves as the gateway for the City of South Lake Tahoe for travelers heading south on SR 89 and east on US 50. The initial Tahoe Valley plan area encompassed PAS 110, South Y, and the parcel located at 1117 Bonanza Avenue Emerald Bay Road (APN 032-141-18) within PAS 114, Bonanza, Special Area #1 (see **Figure 3**). The amendments expand the plan area in three locations. To the southwest, parcels fronting US Highway 50 from the existing boundary line south to H Street, plus APNs 032-161-012, 032-161-013, 032-161-009, and 032-161-008 (previously PAS 114) were incorporated. Seven parcels fronting Melba Drive were added so that the Area Plan is contained in this corner by the intersection of E Street and Melba Drive (previously PAS 114). The third area of expansion is the northeast corner of the Area Plan. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave shall be included up until the existing Area Plan boundary, in addition to 023-221-020 north of Eloise Ave (previously PAS 111). The Area Plan consists of approximately 374 acres and includes 525 public and privately owned parcels that include residential, commercial, tourist accommodation, industrial, and public service land uses (see **Table 1** and **Figure 2**).

5. Project sponsor's name and address

   City of South Lake Tahoe
   1052 Tata Lane
   South Lake Tahoe, California 96150

6. General Plan designation:

   The City's General Plan designates the Tahoe Valley area as Mixed-Use and TRPA's Conceptual Town Center.

7. Zoning

   The Tahoe Valley Area Plan contains multiple zoning designations within the 374-acre area.

8. Description of project:

   The proposed project is an update to the Tahoe Valley Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. Chapter 2 provides a detailed summary of the proposed amendments. The exact language of the proposed amendments is provided on the City's website (https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates). The updated Tahoe Valley Area Plan proposes to incorporate parcels fronting US Highway 50 from the existing boundary line south to H Street, plus APNs 032-161-012, 032-161-013, 032-161-009, and 032-161-008 (previously PAS 114). The addition of these parcels as the Emerald Bay Connection Corridor District is specifically to increase opportunity for residential development near a town center and provide additional transit opportunities for residents. Permissible uses are consistent with the previous PAS of this area; and several low intensity commercial uses have been incorporated as well to support a potential mobility hub. As part of the area plan these parcels are allowed greater density and coverage, making additional housing and transit facilities more feasible. Seven parcels fronting Melba Drive shall be added so that the area plan is contained in this corner by the intersection of E Street and Melba Drive (previously PAS 114). This area was identified as having high redevelopment potential, which may be incentivized by the benefits of being in an area plan as mentioned above. The third area of expansion is in the northeast corner of the Area Plan. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave shall be included up until the existing area plan boundary, in addition to 023-221-020 north of Eloise Ave (previously PAS 111). These parcels were previously part of a PAS special area recognizing the legal, but nonconforming natural of multiple parcels. With the incorporation of these parcels into the Area Plan, various uses will become conforming, while giving the existing residential properties is this area the opportunity to be redeveloped at higher densities.

9. Surrounding land uses and setting:

   Land uses to the west, north, and northeast of the Tahoe Valley Area Plan boundaries consist of residential subdivisions dating from earlier development of the area during the 1960s through the 1990s. Immediately adjacent to the Tahoe Valley Area Plan to the east lies a large open space area (stream environment zone [SEZ]) consisting of the floodplain for the Upper Truckee River, which is near the eastern boundary of the Tahoe Valley Area Plan. The Lake Tahoe Airport is located to the southeast of the Tahoe Valley Area Plan. This single-runway airport serves the vicinity with charter flights, air tours (helicopters and fixed-wing aircraft), and general aviation. The noise, safety, and height restriction areas described in the Airport Land Use Compatibility Plan overlay portions of the Tahoe Valley area.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Adoption and approval of the Tahoe Valley Area Plan amendments are only 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, and/or the California Department of Transportation (Caltrans).

## 5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

If environmental factors are checked below, there would be at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture/Forest Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology Resources | ☐ Greenhouse Gas Emissions | ☒ Hazards/Hazardous Materials |
| ☒ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation/Traffic | ☐ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |
| | ☐ None | ☒ None with Mitigation Incorporated |

## 5.2 CEQA ENVIROMENTAL DETERMINATION

On the basis of this Initial Study:

☐ 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.

April 30, 2024

John Hitchcock, Planning Manager
City of South Lake Tahoe

Date

## 5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BY TRPA)

On the basis of this TRPA Initial Environmental Checklist:

| | | | | |
|---|---|---|---|---|
| a. | The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures | ☐ | Yes | ☒ No |
| b. | The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures. | ☒ | Yes | ☐ No |
| c. | The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. | ☐ | Yes | ☒ No |

Signature of Evaluator

Date

Title of Evaluator

# 5.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis has been prepared using the 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: http://www.trpa.org/wp-content/uploads/Inital_Environmental_Checklist.pdf.

### 5.4.1 CEQA

CEQA requires a brief explanation for answers to the Appendix G Environmental Checklist except "No Impact" responses that 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 10: 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 will 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. |
| 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 2010

### 5.4.2 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 IEC, in conjunction with other available information, to determine whether an 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. Based on an initial review of the Project, TRPA staff determined that an IEC would provide sufficient information regarding the Project to make one of the findings below. 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.

### 5.4.3 Aesthetics (CEQA), Scenic Resources/Community Design and Light and Glare (TRPA)

This section presents the analyses for potential impacts to aesthetics, scenic resources/community design and light and glare. **Table 11** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 11**
**Aesthetics, Scenic Resources/Community Design and Light and Glare**

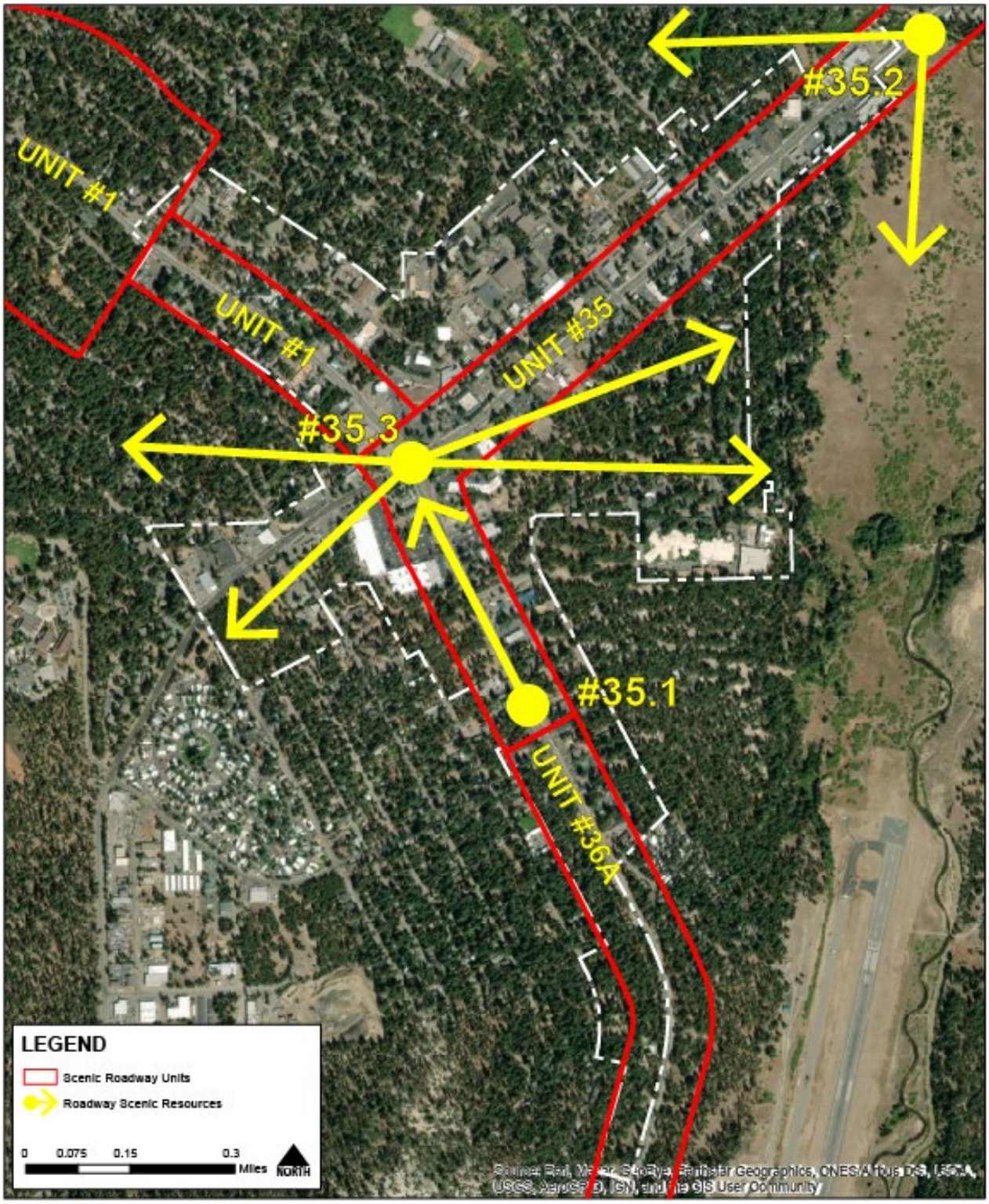
| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 1. Have a substantial adverse effect on a scenic vista? (CEQA Ia) | | | **X** | |
| 2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (CEQA Ib) | | | **X** | |
| 3. Substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic) | | | **X** | |
| 4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 5. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA item 18a) | **X, LTS** | | | |
| 6. Be visible from any public recreation area or TRPA designated bicycle trail? (TRPA item 18b) | **X, LTS** | | | |
| 7. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA item 18c) | | | | **X** |
| 8. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA item 18d) | | | | **X** |

| | | | | |
|---|---|---|---|---|
| 9. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA item 18e) | | | | **X** |
| 10. Include new or modified sources of exterior lighting? (TRPA item 7a) | **X, LTS** | | | |
| 11. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA item 7b) | | | | **X** |
| 12. Cause light from exterior sources to be cast off-site or onto public lands? (TRPA item 7c) | | | | **X** |
| 13. Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA item 7d) | | | | **X** |

### 1. Would the Project have a substantial adverse effect on a scenic vista? (CEQA Ia)

The existing visual landscape characteristics of the Tahoe Valley plan area consist of urban development intermixed with forest conditions. Existing urban development transitions into natural and forest conditions at the southern boundary along the US 50/SR 89 corridor as well as at the northern boundary along SR 89 (as noted in the SQIP for the description of Roadway Unit 1 – Tahoe Valley). The Tahoe Valley Area Plan's eastern boundary transitions to the open stream environment zone area associated with the Upper Truckee River. There are two designated scenic resource located within the planning area. Scenic Resource #35.1 is a view of the natural landscape as seen from US 50 looking north toward the "Y" intersection. The resource is currently in attainment but is rated low because of the dominance of the surrounding built environment. Scenic Resource #35.2 is a natural landscape view of the Truckee Marsh. This resource is in attainment and has a moderate rating. In addition, there are the following non-designated prominent scenic views from within the planning area:

- Distant scenic views in the planning area include forest conditions in the background;
- The open stream environment zone associated with the Upper Truckee River and Freel Peak in the background view;
- Scenic resource 35.3 with views from US 50 (from "Y" intersection) of the mountains looking east towards Monument Peak and Heavenly Mountain Ski Resort (Gun barrel ski run is visible). These views of the mountains are obscured in some areas by buildings and forest vegetation in the foreground; and
- Scenic resource 35.3 with views from US 50 (from "Y" intersection) of Tahoe Mountain looking west along Lake Tahoe Boulevard. The background view of Tahoe Mountain is framed by mature conifers and the foreground view is dominated by Lake Tahoe Boulevard. (See **Figures 4 and 5**.)

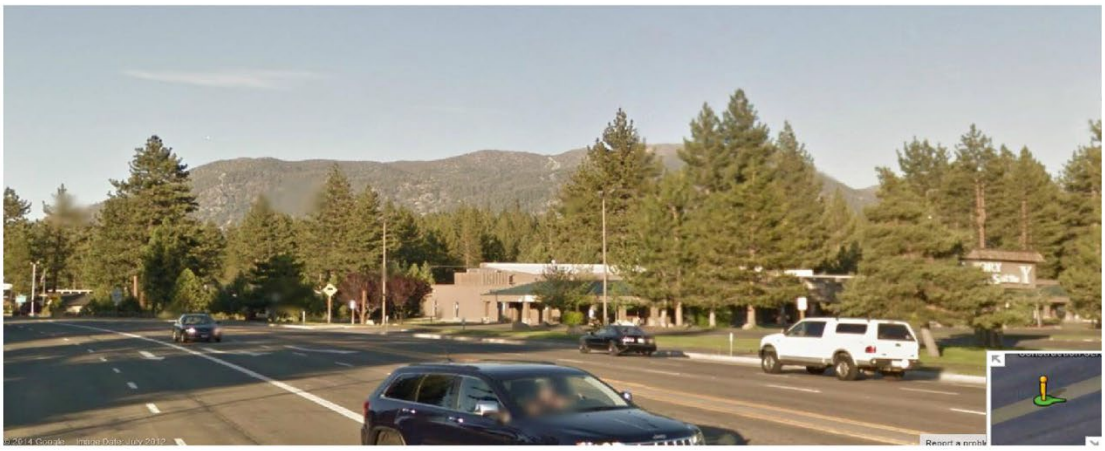



CITY OF SOUTH LAKE TAHOE

**Figure 4**
Scenic Resources
April 2023



View of Upper Truckee River Marsh and Freel Peak from US 50



View of Heavenly Ski Resort from the "Y" Intersection



View of Tahoe Mountain from the "Y" Intersection

*Source: Google Maps 2014; adapted by City of South Lake Tahoe.*

CITY OF SOUTH LAKE TAHOE

**Figure 5**
Existing Scenic Resources
Tahoe Valley Area Plan EIR/EIS

As depicted in **Figure 4** the planning area includes three scenic roadway units (1 – Tahoe Valley, 35 – Al Tahoe and 36A – Airport Area) along SR 89 and US 50 identified in the Lake Tahoe Basin Scenic Resource Inventory (1982) by TRPA. The TRPA 2019 Scenic Resources Threshold Evaluation for Roadway Units, identifies that while these roadway units are still in non-attainment, they have had some improvements associated with recent development. Recent installation of curbs & gutters with sidewalks, new road pavement, and renovation of shopping centers at the "Y" has improved the score for Roadway Units 35 and 1.

Amending the Tahoe Valley Area Plan boundary and multi-family density limits would allow for changes in the built environment that would be visible from US 50 and SR 89 scenic roadway corridors. Each of the parcels proposed for inclusion in the area plan boundary are either immediately adjacent to US 50 or immediately adjacent parcels that are contiguous to US 50. While redevelopment of an existing commercial corridor often results in improvement in the scenic quality of scenic roadway corridors, changes in the built environment could have undesirable consequences on scenic quality if they adversely affect views or vistas, damage or remove scenic resources, or result in development that is incompatible with the scenic values of the Region. The Tahoe Valley Area Plan amendments (Appendices B and C) improve upon existing standards for site, building, landscaping, and development design that are intended to preserve the basin scenic resources and enhance the built environment to emphasize a mountain identity. Subsequent development under the Tahoe Valley Area Plan would be subject to the updated standards and would alter the overall built environment to be consistent with the vision and principles of the Tahoe Valley Area Plan and improve scenic quality of the US 50 and SR 89 scenic roadway corridors. This impact is considered **beneficial** for the proposed Tahoe Valley Area Plan.

US 50 and SR 89 have been identified by TRPA as not meeting scenic threshold targets and improvement of these roadway corridors has been identified. In addition, development within other portions of the Tahoe Valley plan area outside of the SR 89 and US 50 roadway corridors could also result in localized scenic impacts to existing residents, businesses, and recreationalists using bikeways or passing through the area. The Tahoe Valley Area Plan has established specific site, building, and landscaping standards to improve the visual characteristic of the US 50 and SR 89 roadway corridors. These standards would result in positive improvements consistent with TRPA's Scenic Resource/Community Design goals and policies, recommendations identified in the TRPA Scenic Quality Improvement Program (SQIP) and the goals and policies of the Natural and Cultural Resource Element of the City General Plan. The following standards are currently required for the area plan and shall remain:

- Design Quality – Design standards promote a mountain architecture theme, building materials and colors that would be more compatible with the natural environment, and improvements that contribute to the character and quality of the built environment as viewed from the scenic roadway corridors.

- Building Setbacks and Site Design – Development visible from the roadway corridor and adjacent to residential areas require step-backs for any structures with a third story to reduce visual mass, maintain sun angle planes, and minimize impacts on existing scenic views. In the "Y" intersection area, the four corner parcels are required to maintain a deeper setback to maintain visual open space.

- Parking – The standards reduce the visual impact of parking lots by requiring parking lots to be located in the rear or side of lots.

- Landscaping – Design standards require the incorporation of landscaping and pedestrian sidewalks in the setback area to soften the urban appearance of the roadway corridors.

- Building Height – The Tahoe Valley Area Plan has varying building heights to promote visual interest and character. The maximum height of 45 feet is only be permitted in the Town Center Core District around the "Y" intersection. The two Gateway Districts that serve as entrances to the City and Neighborhood Professional District are restricted to 36 feet of height, which is more restrictive than existing height standards for Town Centers, to promote open spaces and preserve views. The existing maximum height standard of 42 feet would apply to the remaining districts (Healthcare, Commercial Mixed-Use, Mixed-Use Corridor and new Emerald Bay Connection Corridor). As discussed above, any structure with a third story is required to be stepped back. The new Emerald Bay Connection Corridor District would continue to utilize TRPA Code Section 37.4 to determine maximum building height.

The potential impact on scenic quality of views along US 50 and SR 89 associated with the additional development and height was previously analyzed in the RPU EIS (TRPA 2012a, Impact 3.9-1) and the General Plan EIR (CSLT 2011, Impact 4.13.1). The General Plan EIR analyzed the potential effects of allowing up to 75 feet of height (30 feet more than permissible in the Tahoe Valley Area Plan) and concluded that the impact was significant, requiring mitigation measures. The General FEIR recommended mitigation measure MM 4.13.1a and MM 4.13.1b (CSLT 2011, pp. 4.0-8 through 4.0-11) to reduce impacts to a less than significant level. The mitigation measure established a maximum height of 45 feet for the Tahoe Valley node, required step-backs for structures in excess of 36 feet, and required building and siting design not to obstruct mountain views, lake views, or stream environment zones as viewed from the arterial roadways and or public recreation areas. These mitigation measures are incorporated in the Tahoe Valley Area Plan Development and Design Standards (Appendix C), which includes a maximum height of 45 feet in the Town Center Core District, setbacks from the scenic highway corridor, and step-back siting and building design standards. No changes to these standards are being proposed in the current amendments.

The RPU EIS also analyzed the effects of 56 feet in designated Town Centers and concluded that the additional height was potentially significant, requiring mitigation (TRPA 2012a, p. 3.9-17). The mitigation measures were codified in Sections 37.7.16 and 37.7.17 of the TRPA Code and are incorporated in the Tahoe Valley Area Plan Development and Design Standards. The Tahoe Valley Area Plan proposed design standards require any buildings that consist of three or more stories to not project above the forest canopy, ridgelines or otherwise detract from the viewshed. In addition, it requires that TRPA Scenic Quality Findings 1, 3, 5 and 9 as described in Section 37.7.16 of the TRPA Code be made. The findings are as follows:

- 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.

- 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.

- 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.

- The horizontal distance from which the building is viewed;
- The extent of screening; and
- Proposed exterior colors and building materials.

- When viewed from a TRPA scenic threshold travel route, the additional building height granted 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. (TRPA 2012a, p. 3.9-17.)

Incorporating the scenic quality findings of Section 37.7 of the TRPA Code of Ordinances in the Tahoe Valley Area Plan design standards, which prohibit buildings from protruding above the forest canopy or ridgeline and require site-specific design features to install landscaping, to minimizing ground disturbance, and to use natural materials and earth-tone colors, would not impact the scenic quality views along US 50 and SR 89.

Subsequent development as a result of implementing the Tahoe Valley Area Plan amendments would be subject to the updated design standards that protect existing viewsheds, improve the existing built environment, improve the visual quality of the scenic roadway corridors, avoid further degradation of the visual quality of the Tahoe Valley Area, and minimize impacts to existing views and identified scenic resource. Thus, this impact is considered **beneficial**.

Environmental Analysis: *Beneficial Impact.*

Required Mitigation: **None.**

**2. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (CEQA Ib)**

The area does not contain any trees, rock outcroppings or historic buildings that are unique or contribute to the visual resources of the area.

As set forth above, incorporating the scenic quality findings of Section 37.7 of the TRPA Code of Ordinances in the Tahoe Valley Area Plan design standards, which prohibit buildings from protruding above the forest canopy or ridgeline and require site-specific design features to install landscaping, to minimizing ground disturbance, and to use natural materials and earth-tone colors, would not impact the scenic quality views along US 50 and SR 89.

Subsequent development as a result of implementing the Tahoe Valley Area Plan would be subject to the design standards that would protect existing viewsheds, improve the existing built environment, improve the visual quality of the scenic roadway corridors, avoid further degradation of the visual quality of the Tahoe Valley plan area, and minimize impacts to existing views and identified scenic resource.
Thus, this impact is considered **beneficial**.

Environmental Analysis: *Beneficial Impact.*

Required Mitigation: **None**.

**3. Would the Project substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic)**

The Area Plan includes detailed design standards that are intended to ensure that the built environment complements the natural appearance of the landscape in the Tahoe Region while improving the quality of life and promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors, including the following:

- Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance;
- A unified palette of quality materials shall be used on all sides of buildings;
- Colors shall be used to help delineate windows and other architectural features to increase architectural interest;
- A variety of natural-appearing materials should provide contrast on building facades and use of stucco shall be limited;
- Colors should be chosen to blend in with the setting and to minimize reflectivity. Bright colors should be used for accent only and should be applied to a maximum of 10 percent of the building façade; and
- Roofs, including mechanical equipment and skylights, shall be constructed of nonglare finishes and earth tone colors that minimize reflectivity.

For buildings that are located adjacent to residential areas, the Area Plan includes provisions to minimize the potential impact on the visual character and quality of the residential land uses. Buildings are required to step back within a daylight plane along street frontages and adjacent to residential areas to address massing, protect viewsheds, allow light and air, and limit winter shading in public areas.

The Area Plan promotes a denser land use pattern to promote pedestrian- and transit-oriented development. Pursuant to TRPA's Code of Ordinances, the Area Plan provides additional height and increased density incentives to ensure adequate capacity for redevelopment and transfers of development. The change in amount, distribution and type of development since the plan's initial adoption has not had a significant impact on the visual character or quality of the Tahoe Valley area or its surroundings. The character and quality have improved as a result of the design standards discussed above and additional height granted to structures has not impacted existing viewsheds as discussed in Question 1 (CEQA Checklist Ia) above. Furthermore, improvements in the visual character and quality of this Area Plan have been documented in numerous TRPA Threshold Evaluations as projects implemented many of the design standards that are incorporated in this Area Plan. Addition of the new Emerald Bay Connection Corridor District and expansion of the Gateway and Neighborhood Professional Districts to the area plan boundary are anticipated to result in similar visual quality improvements as parcels develop or redevelop in the future. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**4. Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id)**

All development is subject to City lighting standards in Chapter 6.10 and Chapter 6.85 of the City Code and Chapter 36 of the TRPA Code. These standards include the following provisions that would ensure that

subsequent development would not result in adverse lighting impacts:

These standards include the following provisions that would ensure that subsequent development would not result in adverse lighting impacts:

- Lights shall not blink, flash, change intensity, or give the illusion of movement.
- Parking lot, walkway, and building lights shall be directed downward to avoid light pollution. The use of cutoff shields on light fixtures is required, light sources shall not be visible, and parking garages may not use fluorescent lighting.
- The maximum height of exterior architectural building lighting shall be limited to 26 feet.
- Use of outdoor lighting is restricted to illumination purposes only and not for advertisement or for building/landscape treatment.

As previously discussed in Question 3 (CEQA Checklist Ic) and the exterior lighting discussion above, the Tahoe Valley Area Plan requires the use of a variety of natural-appearing materials and colors that blend in with the natural setting and prohibits the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing to minimize reflectivity and glare. Therefore, no substantial glare or reflectivity of a project proposed under the Tahoe Valley Area Plan is expected to affect day or nighttime views in the area. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**5. Would the Project be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA 18a)**

Development located in the Tahoe Valley plan area as amended may be visible from US Highway 50 and SR 89.

Amendments to the Tahoe Valley Area Plan would allow for changes in the built environment that would be visible from US 50 and SR 89 scenic roadway corridors. While redevelopment of an existing commercial corridor often results in improvement in the scenic quality of scenic roadway corridors, changes in the built environment could have undesirable consequences on scenic quality if they adversely affect views or vistas, damage or remove scenic resources, or result in development of vacant parcels that is incompatible with the scenic values of the Region. The Tahoe Valley Area Plan implements specific standards for site, building, landscaping, and development that are intended to preserve the basin scenic resources and enhance the built environment to emphasize a mountain identity. Subsequent development under the Tahoe Valley Area Plan would be subject to the standards and would alter the overall built environment to be consistent with the vision and principles of the Tahoe Valley Area Plan and improve scenic quality of the US 50 and SR 89 scenic roadway corridors.

The Tahoe Valley plan area contains a portion of TRPA Scenic Roadway Travel Unit #1 – Tahoe Valley (within 0.40 miles of "Y" Intersection); Scenic Roadway Travel Unit #35 – Al Tahoe; and Scenic Roadway Travel Unit #36A – Airport Area. There are no views of Scenic Shoreline Travel Units within the Tahoe Valley Area Plan.

The following is a summary of issues and recommendations drafted for the initial adoption of the plan for

improving scenic quality:

***Roadway Unit 1 – Tahoe Valley (within 0.40 miles of "Y" Intersection)***

The SQIP identifies that within 0.40 miles of the "Y" intersection along the SR 89 corridor that commercial uses become larger, signage is larger and becomes more distracting, and un-landscaped paved parking areas adjacent to the roadway dominate the view. The SQIP makes the following recommendations:

- Landscaping – Provision of native and naturalized landscaping and landscape buffers along the edges of the roadway to reduce the dominance of the parking areas. Landscaping should be an extension of the natural forest cover and be integrated with the existing forest background.

- Signs – Bring signs into compliance. Use of coordinated system of signs that minimizes competition of between signs and their contrast with the natural environment.

- Parking Areas – Limited and clearly defined access drives and parking areas should be provided. Landscape should be provided along roadways and parking areas as identified above under "Landscaping".

- Utility Lines – Underground overhead utility lines where possible.

- Building Materials and Colors – Building designs and materials should be complementary with the surrounding and man-made and natural environments (e.g., use of wood-siding, wood shakes, stone, bricks, etc.). Color hues should fall within a range of natural vegetation and earth tones.

***Roadway Unit 35 – Al Tahoe***

The SQIP identifies long stretches of heavy commercial development along US 50 (consisting of the US 50 corridor within the Tahoe Valley planning area) reduce the area's natural scenic quality by blocking most foreground or mid-distance views of the natural surroundings while creating numerous distracting elements. The SQIP makes the following recommendations:

- Design Quality – The architectural style should consist of design solutions that are compatible with the natural environment and contribute to the character and quality of the built environment. Building materials and colors should be complementary with the surrounding and man-made and natural environments (e.g., use of wood-siding, wood shakes, stone, bricks, etc.). Color should be subdued and not garish, with natural colors being preferable. Building heights should not exceed the height of the existing forest cover, should not interfere with views of significant scenic features, and should be compatible with the scale of surrounding buildings.

- Building Setbacks and Site Design – Increase building setbacks as well as vary setback distances to avoid tunnel-like effect of strip development and reduce the sense of sameness of development. Coordination in site design of the roadway corridor should be done to avoid haphazard and cluttered development.

- Circulation – Modification of the roadway corridor to remove the continuous left-turn center lane and provide a landscaped center median with limited left-turn pockets. This

would also include landscaping of the islands at the "Y" intersection.

- Driveways – Reduce the number of driveways on US 50 and encourage the use of shared driveways, parking areas and pedestrian plazas. Provide driveway access on side streets where feasible.

- Parking Area Landscaping – Provision of native and naturalized landscaping and landscape buffers to reduce the dominance of the parking areas pursuant to Chapter 30 of the TRPA Code of Ordinances. Landscaping should break up large expanses of pavement and parked cars. Parking should be provided in rear or side yards of buildings where feasible.

- Signs – Bring signs into compliance with Chapter 38of the TRPA Code of Ordinances. Use of coordinated system of signs that minimizes competition of between signs and their contrast with the natural environment.

- Landscaping – Provide substantial landscape treatments around all structures to soften building contours, reduce the amount of paved or bare dirt areas, and provide visual transition. Landscape should be provided to eliminate building frontages that abut sidewalk or roadway that currently have no landscape treatment.

- Satellite Dish Antennae – Site satellite dish antennae so that they are not visible from public rights-of-way or screened as required under Chapter 36 of the TRPA Code of Ordinances.

- Lighting – Night lighting should be done in a selective fashion and not exceed the amount of light actually required by users and viewers.

***Roadway Unit 36A – Airport Area***

The SQIP identifies that development along US 50 in the southern portion of the Tahoe Valley plan area needs to be improved by upgrading the architectural quality, compatibility with the natural surroundings and upgrading existing signs. The SQIP makes the following recommendations:

- Design Quality – The architectural style should consist of design solutions that are compatible with the natural environment and contribute to the character and quality of the built environment. Building materials and colors should be complementary with the surrounding and man-made and natural environments (e.g., use of wood-siding, wood shakes, stone, bricks, etc.). Color should be subdued and not garish, with natural colors being preferable.

- Parking Area and Landscaping – Encourage the use of shared driveways, parking areas and limit the extent of parking. Provision of native and naturalized landscaping and landscape buffers to reduce the dominance of the parking areas pursuant to Chapter 36 of the TRPA Code of Ordinances. Landscaping should break up large expanses of pavement and parked cars.

- Signs – Bring signs into compliance. Use of coordinated system of signs that minimizes competition of between signs and their contrast with the natural environment.

- Utility Lines – Underground overhead utility lines where possible.

- Landscaping – Provide substantial landscape treatments around all structures to soften

building contours, reduce the amount of paved or bare dirt areas, and provide visual transition. Landscape should be provided to eliminate building frontages that abut sidewalk or roadway that currently have no landscape treatment.

- Satellite Dish Antennae – Site satellite dish antennae so that they are not visible from public rights-of-way or screened as required under Chapter 36 of the TRPA Code of Ordinances.

As described in Question 3 (CEQA Checklist IC) above, the Tahoe Valley Area Plan includes detailed design standards that ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life, promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors to avoid bulky and "box-like appearance, to promote materials and colors that blend with the natural setting, to reduce glare and reflectivity, and preserve views of the lake, ridgelines and meadows. Application of these standards for redevelopment of dilapidated structures, for the development of new structures, in conjunction with site design standards to protect viewsheds and minimize impact on adjacent residential areas, is expected to improve the visual quality and character of the Tahoe Valley plan area. This change in visual quality and character is not expected to adversely affect the scenic quality ratings for individual resources but would improve scenic conditions resulting in threshold gains in the three roadway units along SR 89 and US 50 identified for scenic quality improvement by the TRPA. The TRPA 2019 Thresholds Report identifies that while these roadway units are in non-attainment they have had some improvements associated with recent development improvements along SR 89 in Roadway Unit 1, including new curbs, sidewalks, and bike paths have resulting in a score increase of one point for the unit's road structure. Roadway Unit 35 (US 50 south and east of the "Y") also increased by one point due to new sidewalks, natural rock walls, building upgrades, and redevelopment. Roadway Unit 36A, along US 50 south of Unit 35, did not change. TRPA's threshold analysis notes recent, but limited redevelopment in this area of the Tahoe Valley area plan.

Thus, implementation of specific projects within the new boundaries of the Tahoe Valley Area Plan is not likely to result in adverse impacts on views from any state or federal highway, and will have **less than significant impact** on views from Pioneer Trail or Lake Tahoe.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**6. Would the Project be visible from any public recreation area or TRPA designated bicycle trail? (TRPA 18b)**

A review of the 1993 Lake Tahoe Basin Scenic Resource Evaluation indicates that there are two designated bicycle trails in the Tahoe Valley plan area. The Tahoe Valley Route and the Tahoe Valley to City of South Lake Tahoe City Limits.

The Tahoe Valley Route serves uses located south and east of US 50. The route is a bike lane along Helen Avenue from Winnemucca Street southwest to Fourth Street. This route passes through a wooded residential neighborhood area and connects to the Factory Store at the Y intersection, then south along Melba Street to C Street. The scenic quality of the route overall is relatively low and natural views are primarily of scattered forest vegetation, and a few views southwest to the mountain backdrops (1993 Scenic Resource Evaluation, p. 391).

The Tahoe Valley to City of South Lake Tahoe City Limits is a Class II lane that runs from the Y intersection along SR 89 north to the city limits. This lane travels through intense commercial development located within the area plan that reduces the scenic quality of the segment. The only scenic views are of

scattered forest vegetation interspersed between buildings and parking lots.

As set forth in detail above (CEQA Checklist item 1a through 1d), any proposed project within the Area Plan is not likely to affect scenic views from recreation areas or from designated bike paths or contribute to their degradation as a result of protective standards incorporated into the Tahoe Valley Area Plan to prohibit structures from protruding above the existing forest canopy and implementation of design standards to promote building design that complement the natural setting.

Projects resulting from implementation of the Tahoe Valley Area Plan would involve development and redevelopment consistent with the Area Plan's Development and Design Standards and Chapter 66 of the TRPA Code that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, implementation of specific projects under the Tahoe Valley 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 TRPA Code provisions and the Tahoe Valley Development and Design Standards, which would result in generally improved scenic conditions in the Tahoe Valley plan area. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**7. Would the Project block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA 18c)**

As discussed above in Question 1 (CEQA Checklist 1a) and 6, the project area contains scenic vistas from the public roadway and is also visible from offsite public recreation areas. The design standards included in the Tahoe Valley Area Plan apply to the construction of new development and redevelopment projects. These projects could include new structures and introduce new massing that would modify views of existing scenic vistas. However, there will be no changes to design standards that would allow development to block or modify an existing resource or result in a significant impact. The current Area Plan includes protective measures prohibiting buildings from projecting above the forest canopy, ridge lines, or otherwise detracting from the view shed and the scenic quality findings of the TRPA Code of Ordinances must be made for any project granted additional height (see Question 1, CEAQ Checklist 1a discussion). Moreover, as discussed in Question 3 (CEQA Checklist Ic), projects are required to implement the Area Plan's design standards to ensure compatibility with the natural environment. Thus, implementation of specific projects under the amended Tahoe Valley Area Plan is not likely to result in obstructed views to and from scenic resources, recreation areas, bike trails, and public roadways. All projects would comply with TRPA Code provisions and the Tahoe Valley Development and Design Standards, which would result in generally improved scenic conditions in the Tahoe Valley plan area. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**8. Would the Project be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA 18d)**

Height: The Tahoe Valley Area Plan Amendments include several changes to the existing adopted maximum building height standards of the area plan, including new parcels added to several existing zoning

districts and elimination of the maximum building story limits. One parcel (APN 023-081-011) is proposed to be relocated from the Town Center Gateway District to the Town Center Core District and thus would qualify for additional height from 36 feet to 45 feet. However, the increase in height is not expected to have new impacts given the small area and the application of the Tahoe Valley Area Plan Design and Development Standards that prohibit buildings from protruding above the forest canopy or ridgeline, and require site-specific design features that minimize ground disturbance, screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, this impact is **less than significant**.

Density: The Tahoe Valley Area Plan Amendments would incorporate parcels currently located in PAS 111 and PAS 114 and would permit a maximum of 25 units per acre for multi-dwelling residential uses. In the Core, Mixed Use Corridor, and Gateway Town Center Districts, the maximum density for multiple family dwellings shall be increased from 25 to 65 units per acre. Each of these parcels are either immediately adjacent to US 50 or immediately adjacent to parcels contiguous to US 50. The increase in density standards may result in increased bulk and mass visible from the scenic roadway corridor and from adjacent residential plan areas. However, as described in Impact 5.12.2-2 above, the Tahoe Valley Area Plan incorporates design standards such as setbacks from the scenic roadway corridor and from property lines, step-backs for structures over two stories, and architectural treatment to ensure that scenic views and vista, and community character are not impacted. Application of these design standards would serve to reduce the overall impact of massing that may result from the proposed increase in density. Specifically, the Tahoe Valley Area Plan standards require structures fronting along the US 50 and SR 89 to be set back 25 feet from the edge of curb and for third stories to be setback 10 feet from the second story facade. For structures that are located adjacent to residential areas, the Tahoe Valley Area Plan standards require any portion of a structure exceeding 25 feet to be stepped-back at a ratio of 1:1. Other standards to reduce the impact of increased bulk and mass include building design and articulation standards to avoid bulky and "box-like" appearance and building materials that mimic the natural mountain setting. This includes incorporating natural, and natural-appearing materials and colors, using earth-tone colors, and incorporating building facade articulation such as projections, recesses, dormers, or cornices to create visual interest. The design standards are consistent with TRPA's scenic quality and community design goals to enhance the natural features of the region while enhancing the quality of the built environment and are not in conflict with City or TRPA design standards. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**9. Would the Project be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA 18e)**

The TRPA Scenic Quality Improvement Program has been developed as a part of the TRPA Regional Plan to provide a program for implementing physical improvements to the built environment in the Tahoe Basin in order to assist in the attainment of scenic quality thresholds. The program specifically addresses scenic resources for the 23 roadway and 4 shoreline landscape units that do not meet scenic quality thresholds. This includes roadway units 1 (Tahoe Valley), 35 (Al Tahoe), and 36 (Airport Area) that are within the Tahoe Valley plan area.

All three segments are in need of improvement and have been designated as restoration areas by the SQIP. The SQIP promotes restoration of disturbed areas and requires that visual quality ratings be maintained and that non-attainment areas improve. Therefore, future area plan development applications that degrade existing scenic quality ratings would constitute a significant impact.

The evaluation presented above for Questions 1 through 7 (CEAQ Checklist 1a through 1d) concludes that while implementation the Tahoe Valley Area Plan would allow for construction of new development and redevelopment projects and result in visibility of new or redeveloped man-made features, the changes would not exceed significance standards when the design standards and protective measures of the Area Plan are implemented.

Due to the fact that the three roadway units are in still in need of improvement (TRPA Threshold Evaluation 2019), the SQIP planning recommendations for improving the scenic quality in the roadway segments are required during project review by the TRPA Code of Ordinances (Section 36.4). Recommendations are set forth in detail above. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**10. Would the Project include new or modified sources of exterior lighting? (TRPA 7a)**

See discussion and analysis for Question 4, which concludes the level of impact is **less than significant**.

Environmental Analysis: *Less than a Significant Impact*.

Required Mitigation: **None**.

**11. Would the Project create new illumination, which is more substantial than other lighting, if any, within the surrounding area? (TRPA 7b)**

See discussions and analyses and for Question 4 and Question 8 above, which concludes the level of impact is **less than significant**.

Environmental Analysis: *Less than a Significant Impact*.

Required Mitigation: **None**.

**12. Would the Project cause light from exterior sources to be cast off-site or onto public lands? (TRPA 7c)**

See discussions and analyses for Question 4 and Question 8, which concludes the level of impact is **less than significant**.

Environmental Analysis: *Less than a Significant Impact*.

Required Mitigation: **None**.

**13. Would the Project create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA 7d)**

See discussion and analysis for Question 4, which concludes the level of impact is **less than significant**.

Environmental Analysis: *Less than a Significant Impact.*

Required Mitigation: **None.**

### 5.4.4 Agriculture and Forestry Resources

This section presents the analyses for potential impacts to agriculture and forestry resources. Some TRPA checklist items concern impacts to vegetation, which are addressed in Section 5.4.6, Biological Resources. **Table 12** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 12**
**Agriculture and Forestry Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 14. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to a non-agricultural use? (CEQA IIa) | | | | **X** |
| 15. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb) | | | | **X** |
| 16. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc) | | | | **X** |
| 17. Result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId) | | | | **X** |
| 18. 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? (CEQA IIe) | | | | **X** |

**14. 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 a non-agricultural use? (CEQA IIa)**

The Tahoe Valley Area Plan primarily consist of already developed land and is not located in an area identified as 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, and therefore poses **no impact** to such lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**15. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)**

The Tahoe Valley Area Plan creates no conflicts with zoning for agricultural use or a Williamson Act contract because no contracts exist within the project area. Thus, there is **no impact.**

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**16. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)**

The Tahoe Valley Area Plan conflicts with no zoning of and causes no rezoning of forest land, timberland or timberland zoned Timberland Production. Thus, there is **no impact.**

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**17. Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId)**

The loss of substantial forest land, defined above for Question 16, or conversion of forest land to non- forest use creates a significant impact if appropriate permits are not obtained.

See discussion and analysis for Question 16 which concludes **no impacts** to forest land are anticipated with implementation of the Tahoe Valley Area Plan.

Environmental Analysis: *No Impact*

Required Mitigation: **None**.

**18. 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? (CEQA IIe)**

See discussions and analyses for Questions 15, 16 and 17, which conclude **no impacts** to farmland and forest land.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

### 5.4.5 Air Quality

This section presents the analyses for potential impacts to air quality. **Table 13** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 13**
**Air Quality**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 19. Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa) | | | | **X** |
| 20. Violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb) | | | **X** | |
| 21. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (CEQA IIIc) | | | **X** | |
| 22. Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIId) | | | **X** | |
| 23. Create objectionable odors affecting a substantial number of people? (CEQA IIIe) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 24. Substantial air pollutant emissions? (TRPA 2a) | | | | **X** |
| 25. Deterioration of ambient (existing) air quality? (TRPA 2b) | | | | **X** |
| 26. Creation of objectionable odors? (TRPA 2c) | | | | **X** |

| | | | | |
|---|---|---|---|---|
| 27. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d) | **X, LTS** | | | |
| 28. Increased use of diesel fuel? (TRPA 2e) | **X, LTS** | | | |

**19. Would the Project conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)**

The Tahoe Valley Area Plan Amendments 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 Tahoe Valley 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.

TRPA's Regional Transportation Plan 2020 Linking Tahoe (RTP) includes an analysis of its conformity with the California State Implementation Plan in 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). Also see response to Question 20 below.

The El Dorado County Air Quality Management District (AQMD) is the agency primarily responsible for ensuring that national and state air quality standards are not exceeded and that air quality conditions are maintained through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the AQMD includes, but is not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal Clean Air Act and the California Clean Air Act. The Tahoe Valley Area Plan Amendments would not alter, conflict or obstruct implementation of the AQMD rules, regulations, or permitting requirements.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**20. Would the Project violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb)**

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Tahoe Valley 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 in attainment or designated unclassified for all California ambient air quality standards (CAAQS) except ozone and PM10 (**Table 15**). Implementation of subsequent projects under the Tahoe Valley Area Plan has the potential to produce substantial air pollutant emissions during project construction and operation, as discussed below.

Short-Term Construction Emissions

Subsequent development and redevelopment projects that could occur under the Tahoe Valley 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 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil 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 Tahoe Valley 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 Tahoe Valley 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, p. 4.5-33), the City adopted Policy NCR-5.10 as part of the General Plan (CSLT 2011, p. NCR-9) to address short-term construction emissions. Furthermore, the Area Plan also incorporates Policy NCR-8.1 to address short-term construction emissions (Tahoe Valley Area Plan 2015, Natural and Cultural Resources Section), which includes measures to reduce construction-generated 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; and
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

Long-Term Operational Emissions

Subsequent development and redevelopment projects that could occur under the Tahoe Valley Area Plan could affect regional air quality and could create localized exposure to carbon monoxide (CO) emissions.

Consistent with the Regional Plan and the General Plan, the Area Plan seeks to accommodate the expected growth in a way that improves traffic flow and mobility of residents and visitors to the Tahoe Valley area, and reduces localized traffic congestion and related CO concentrations. Based on the traffic analysis in the Regional Plan (TRPA 2012a, p. 3.4-22 through 3.4-26) and the General Plan (CSLT 2010, p. 4.5-42 through 4.5-43), estimated mobile-source CO emissions associated with the Regional Plan and the General Plan would not conflict with or obstruct regional CO maintenance efforts. Similarly, because the Tahoe Valley Area Plan expected growth and estimated mobile-source CO emission falls within that estimated for the General Plan and the Regional Plan, it too 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 RPU EIS, signalized intersections in the Basin under the Regional Plan, including those within the Tahoe Valley Area Plan, measured in 2035 would operate at an acceptable LOS (i.e., LOS D or better) (TRPA 2012a, p. 3.4-37). According to the traffic analysis prepared for the General Plan EIR, signalized intersections within the City limits under the General Plan, including those within the Tahoe Valley area measured in 2030 would operate at an acceptable LOS of D or better (CSLT 2010, p. 4.4-13).

Primarily affected intersections are not projected to operate at unacceptable levels of service (i.e., LOS E or worse) (LSC 2014) with implementation of the Tahoe Valley Area Plan. Given that the project would not contribute to unacceptable levels of service at primarily affected intersections, a detailed analysis of the project's contribution to localized mobile source CO concentrations would not be required. The project's contribution to localized CO concentrations would be considered less than significant. The Tahoe Valley Area Plan would not result in a substantial increase in the severity of air quality impacts beyond that associated with the development potential under both the City General Plan and TRPA Regional Plan and what was disclosed in and analyzed in their associated environmental documents. (TRPA 2012c, pgs. 3.4-36 – 3.4-38 and CSLT 2010, pgs. 4.5-42 – 4.5-43.)

Because the Tahoe Valley Area Plan 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 Tahoe Valley 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, or expose sensitive receptors to substantial pollutant concentrations. Moreover, a traffic analysis was specifically prepared for the 2015 Tahoe Valley Area Plan. The resulting intersection volumes were evaluated using the Synchro (version 8.0) software package, which is based upon the Highway Capacity Manual methodologies (Transportation Research Board, 2010). The analysis concluded that all signalized intersections are found to attain LOS standards as follows:

1. US 50/SR 89 Y: LOS C
2. US 50/Third St: LOS B
3. US 50/Tahoe Keys Blvd: LOS B

With respect to other regional criteria air pollutants (ozone precursors, $PM_{10}$, and $PM_{2.5}$), consistent with the Regional Plan, subsequent projects that may occur under the Tahoe Valley 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 RPU EIS, RTP EIR/EIS, and the 2015 Tahoe Valley Area Plan (see **Table 14**), emissions of ozone precursors, CO in the Basin would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, the increased use of electric vehicles, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, p. 3.4-33).

Emissions of $PM_{10}$ and $PM_{2.5}$ were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day and 3 TPY or 14 lb/day, respectively). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. These proposed changes would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period.

**Table 14**
**Predicted Tahoe Valley Area Plan Operations-Related Criteria Pollutant and Precursor Emissions (lbs/day)**

| Operational Activities | Reactive Organic Gases (ROG) | Nitrogen Oxide ($NO_X$) | Carbon Monoxide (CO) | Sulfur Dioxide ($SO_2$) | Coarse Particulate Matter ($PM_{10}$) | Fine Particulate Matter ($PM_{2.5}$) |
|---|---|---|---|---|---|---|
| **Summer Emissions – Pounds per Day (Maximum)** | | | | | | |
| Area Source | 13.46 | 0.35 | 30.91 | 0.00 | 0.62 | 0.61 |
| Energy | 0.08 | 0.69 | 0.31 | 0.00 | 0.05 | 0.05 |
| Mobile Source | 25.88 | 17.34 | 92.81 | 0.18 | 11.88 | 3.31 |
| *Subtotal* | *39.43* | *18.40* | *124.04* | *0.18* | *12.47* | *3.98* |
| Removal of Existing Lodging Units[1] | -22.40 | -11.37 | -54.07 | -0.11 | -6.63 | -1.95 |
| **Total** | **17.03** | **7.03** | **69.97** | **0.07** | **5.84** | **2.03** |
| **Winter Emissions – Pounds per Day (Maximum)** | | | | | | |
| Area Source | 13.46 | 0.35 | 30.91 | 0.00 | 0.62 | 0.61 |
| Energy | 0.08 | 0.69 | 0.31 | 0.00 | 0.05 | 0.05 |
| Mobile Source | 33.35 | 19.25 | 121.79 | 0.18 | 11.80 | 3.31 |
| *Subtotal* | *46.90* | *20.30* | *153.02* | *0.18* | *12.47* | *3.98* |
| Removal of Existing Lodging Units[1] | -26.55 | -12.44 | -71.15 | -0.11 | -6.63 | -1.95 |
| **Total** | **20.35** | **7.86** | **81.87** | **0.07** | **5.84** | **2.03** |
| | | | | | | |
| EDCAQMD Potentially Significant Impact Threshold[2] | 82 pounds/day | 82 pounds/day | — | — | — | — |
| TRPA Potentially Significant Impact Threshold[3] | 125.7 pounds/day | 24.2 pounds/day | 220.5 pounds/day | 13.2 pounds/day | 22.0 pounds/day | — |
| **Exceed EDCAQMD Threshold?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Exceed TRPA Threshold?** | **No** | **No** | **No** | **No** | **No** | **No** |

*Source: CalEEMod version 2013.2.2.*

Because the Tahoe Valley Area Plan Amendment is required to be consistent with the Regional Plan, continued implementation of the Tahoe Valley Area Plan, as amended would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build- out of the entire Regional Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the Tahoe Valley Area Plan would not be anticipated to lead to nonattainment of national standards. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**21. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (CEQA IIIc)**

The Region is designated by CAAQS as non-attainment for Ozone and $PM_{10}$, as presented in **Table 15**. A significant cumulative impact results if the Project causes an increase in $PM_{10}$ and Ozone.

**Table 15**
**Attainment Status of Criteria Pollutants in the Lake Tahoe Air Basin**

| Pollutant | National Designation[1] | State Designation[2] | Threshold Indicator Reporting Category[3] | TRPA Designation[3] |
|---|---|---|---|---|
| Ozone | Unclassified/ Attainment | Nonattainment | Highest 1-Hour Average Concentration | At or somewhat better than target |
| | | | Highest 8-Hour Average Concentration | Somewhat worse than target |
| | | | 3-Year Average of 4th Highest Concentration | At or somewhat better than target |
| | | | Oxides of Nitrogen Emissions | At or somewhat better than target |
| Particulate Matter – Coarse ($PM_{10}$) | Unclassified | Nonattainment | Highest 24-Hour Average $PM_{10}$ Concentration | Somewhat worse than target |
| | | | Annual Average $PM_{10}$ Concentration | Unknown |
| Particulate Matter – Fine ($PM_{2.5}$) | Unclassified/ Attainment | Attainment | 3-Year Average of 98th Percentile 24-Hour $PM_{2.5}$ Concentration | Considerably better than target |
| | | | Annual Average $PM_{2.5}$ Concentration | Considerably better than target |

| | | | | |
|---|---|---|---|---|
| Carbon Monoxide | Unclassified/ Attainment | Attainment | 1-Hour Carbon Monoxide Standard | Considerably better than target |
| | | | 8-Hour Carbon Monoxide Standard | Considerably better than target |
| | | | Winter Traffic Volumes | Considerably better than target |
| Nitrogen Dioxide | Unclassified/ Attainment | Attainment | Nitrate Deposition | Implemented |
| | | | Vehicle Miles Traveled | Insufficient Data |
| Sulfur Dioxide | Unclassified/ Attainment | Attainment | No Standard | No Designation |
| Odor | No Designation | No Designation | Non-Numerical Standard | Implemented |
| Visibility Reducing Particles | No Designation | Unclassified | Regional Visibility 50th Percentile | Considerably better than target |
| | | | Regional Visibility 90th Percentile | At or somewhat better than target |
| | | | Subregional Visibility 50th Percentile | Considerably better than target |
| | | | Subregional Visibility 90th Percentile | Considerably better than target |
| | | | | |
| Lead | Unclassified/ Attainment | Attainment | No Designation | |
| Hydrogen Sulfide | No Designation | Unclassified | No Designation | |
| Sulfates | No Designation | Attainment | No Designation | |

*Sources: [1]CARB 2022b; [2]CARB 2022a; [3]TRPA 2019 Threshold Dashboard*
*https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations*

In the Lake Tahoe Region, these pollutants relate to automobile use and potential impacts measured with 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.

With respect to ozone precursors and PM10, consistent with the Regional Plan, subsequent projects that may occur under the Tahoe Valley 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 RPU EIS and RTP EIR/EIS, emissions of ozone precursors in the Basin would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, p. 3.4-33 and TMPO 2012, p. 3.4-331).

Emissions of $PM_{10}$ and $PM_{2.5}$ were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. Furthermore, the City General Plan Policy NCR-8.11 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 requirements would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period.

Because the Tahoe Valley Area Plan is required to be consistent with the Regional Plan, continued implementation of the Tahoe Valley Area Plan as amended would also be expected to result in a substantial long-term reduction in emissions of ozone precursors. Because the increase in emissions of PM associated with build-out of the entire Tahoe Valley area would be below the project-level increment considered significant by TRPA (82 lb/day), the Tahoe Valley Area Plan would not be anticipated to lead to nonattainment of national standards, and so will have a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**22. Would the Project expose sensitive receptors to substantial pollutant concentrations? (CEQA IIId)**

Typical sensitive receptors include residences, hospitals, and schools. There are three schools within a mile of the Tahoe Valley area (South Tahoe High School, Tahoe Valley Elem School and South Tahoe Middle School), and there is one hospital within the Tahoe Valley Area Plan. The Area Plan is surrounded on the west, north and northeast by residential neighborhoods.

Short-Term Construction Emissions

Subsequent development and redevelopment projects that could occur under the Tahoe Valley 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 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters

as soil 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, continued implementation of subsequent projects under the Tahoe Valley Area Plan as amended 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 Tahoe Valley 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, p. 4.5-33), the City adopted Policy NCR-5.10 as part of the General Plan (CSLT 2011, p. NCR-9) to address short-term construction emissions. Furthermore, the Area Plan also incorporates Policy NCR-8.1 to address short-term construction emissions (Tahoe Valley Area Plan 2015, p. 71), which includes measures to reduce construction-generated 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; and
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

Long-Term Operational Emissions

Subsequent development and redevelopment projects that could occur under the Tahoe Valley Area Plan could affect regional air quality and could create localized exposure to carbon monoxide (CO) emissions.

Consistent with the Regional Plan and the General Plan, the Area Plan seeks to accommodate the expected growth in a way that improves traffic flow and mobility of residents and visitors to the Tahoe Valley area, and reduces localized traffic congestion and related CO concentrations. Based on the traffic analysis in the Regional Plan (TRPA 2012a, pp. 3.4-22 through 3.4-26) and the General Plan (CSLT 2010, pp. 4.5-42 through 4.5-43), estimated mobile-source CO emissions associated with the Regional Plan and the General Plan would not conflict with or obstruct regional CO maintenance efforts. Similarly, because the Tahoe Valley Area Plan expected growth and estimated mobile-source CO emission falls within that estimated for the General Plan and the Regional Plan, it too 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 RPU EIS, signalized intersections in the Basin under the Regional Plan, including those within the Tahoe Valley Area Plan, measured in 2035 would

operate at an acceptable LOS (i.e., LOS D or better) (TRPA 2012a, p. 3.4-37). According to the traffic analysis prepared for the General Plan EIR, signalized intersections within the City limits under the General Plan, including those within the Tahoe Valley area measured in 2030 would operate at an acceptable LOS of D or better (CSLT 2010, p. 4.4-13).

Primarily affected intersections are not projected to operate at unacceptable levels of service (i.e., LOS E or worse) (LSC 2014) with implementation of the Tahoe Valley Area Plan. Given that the project would not contribute to unacceptable levels of service at primarily affected intersections, a detailed analysis of the project's contribution to localized mobile source CO concentrations would not be required. The project's contribution to localized CO concentrations would be considered less than significant. The Tahoe Valley Area Plan would not result in a substantial increase in the severity of air quality impacts beyond that associated with the development potential under both the City General Plan and TRPA Regional Plan and what was disclosed in and analyzed in their associated environmental documents. (TRPA 2012c, pgs. 3.4-36 – 3.4-38 and CSLT 2010, pgs. 4.5-42 – 4.5-43.)

Because the Tahoe Valley Area Plan, as proposed in the amendments, 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 (see Question 20 above). 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 Tahoe Valley 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, or expose sensitive receptors to substantial pollutant concentrations.

With respect to other regional criteria air pollutants (ozone precursors, $PM_{10}$, and $PM_{2.5}$), consistent with the Regional Plan, subsequent projects that may occur under the Tahoe Valley 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 RPU EIS and RTP EIR/EIS, emissions of ozone precursors, CO in the Basin would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, p. 3.4-33).

Emissions of $PM_{10}$ and $PM_{2.5}$ were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day and 3 TPY or 14 lb/day, respectively). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. These proposed changes would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period.

Because the Tahoe Valley Area Plan is required to be consistent with the Regional Plan, implementation of the Tahoe Valley Area Plan, as amended would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build- out of the entire Regional Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the Tahoe Valley Area Plan is not anticipated to expose sensitive receptors to substantial pollutant concentrations, and so would have a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**23. Would the Project create objectionable odors affecting a substantial number of people? (CEQA IIIe)**

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. There is one hospital within the Tahoe Valley Area Plan and residences can be found within the boundary of the Area Plan and located in adjacent neighborhoods.

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses occupy the project area. The proposed uses in the Area Plan as listed in Appendix C of the Tahoe Valley Area Plan, are not characteristic of the types of uses that would result in the development of a major source of objectionable odor.

In the short-term, odor impacts occur from the use of diesel engines and asphalt concrete paving during construction. As stated in the discussion of short-term impacts to sensitive receptors under Question 22 above, these odors are both 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 Tahoe Valley Area Plan Policy NCR-5-8.1. Thus, the implementation of the Tahoe Valley Area Plan does not result in substantial direct or indirect exposure of sensitive receptors to offensive odors, and so would have a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**24. Would the Project result in substantial air pollutant emissions? (TRPA 2a)**

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 Tahoe Valley Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Tahoe Valley 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 the ozone and PM10 California ambient air quality standards (CAAQS). Because the Tahoe Valley Area Plan incorporates measures similar to TRPA's Mitigation Measure 3.4-2 to reduce emissions to the extent feasible, subsequent projects under the Tahoe Valley Area Plan amendments would not result in substantial air pollutant emissions during project construction and operation, as discussed below.

See analyses for Questions 20 through 22 which concludes a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**25. Would the Project result in deterioration of ambient (existing) air quality? (TRPA 2b)**

See analyses for Questions 20 and 21 which concludes a **less than significant** impact and Questions 24, which concludes a **less than significant** to ambient air quality.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**26. Would the Project result in creation of objectionable odors? (TRPA 2c)**

See discussion and analysis for Question 23, which addresses the creation of objectionable odors and concludes a **less than significant** odor impact to short-term and long-term effects to sensitive receptors.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**27. Would the Project result in alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)**

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. (TRPA 2012a, Chapter 3.5)

Construction GHG Emissions

Subsequent development proposed within the Tahoe Valley Area Plan amendments would result in direct emissions of GHGs from construction. As noted in Section 6.4.5, Air Quality, the quantification of emissions resulting from future construction activities in the Tahoe Valley plan area is not possible due to project-level variability and uncertainties related to future individual projects. However, all construction projects can produce GHG emissions and all future development projects would be subject to various emission- reducing rules and regulations in effect at the time of construction. For example, City of South Lake Tahoe General Plan Policy NCR-5.10 and the Tahoe Valley Area Plan Policy NCR-8.1 requires that most discretionary projects implement all emission-reducing measures recommended by the EDCAQMD, prohibit the open burning of debris from site clearing, use low-emission construction equipment and/or fuels, and restrict idling of construction equipment or vehicles. Furthermore, all future development projects in the Tahoe Valley Area Plan would be required to analyze and mitigate of GHG emissions during development project review, pursuant to CEQA.

The City of South Lake Tahoe adopted policies for sustainable development and green buildings in the Land Use Element of the General Plan. Policies call for creating a sustainable and energy-efficient built environment as a key vision of the City. The same policy is also incorporated in the Tahoe Valley Area Plan (see Natural and Cultural Resources Policy NCR-2.1). The policies provide direction on strategies to achieve sustainable development practices. For instance, South Lake Tahoe General Plan Policy LU-9.1

states that the City will promote the use of sustainable construction in new housing units, commercial developments, and mixed- use centers, and Policy LU-9.2 states that the City will provide clear incentive for sustainable building practices.

As described above, TRPA has also implemented Mitigation Measure 3.4-2 of the TRPA Regional Plan Update EIS implementing construction best practices for air quality to reduce construction related GHG emission. Construction best practices are incorporated as standard conditions of approval for project permitting. For project review delegated to local jurisdictions, the local jurisdictions must also require the TRPA standard conditions of approval.

Construction-related GHG exhaust emissions would be generated by sources such as heavy-duty, off-road equipment, trucks hauling materials to the site, and worker commutes. Over the time span in which the Tahoe Valley Area Plan is redeveloped, exhaust emission rates of the construction equipment fleet in California are expected to decrease over time due to advancements in engine technology, retrofits, and turnover in the equipment fleet, which would result in increased fuel efficiency, potentially more alternatively fueled equipment, and lower levels of GHG emissions. In addition, existing programs to improve air quality in California, such as the Diesel Risk Reduction Plan, will result in cleaner technology for virtually all of California's diesel engine fleets, including construction equipment. Measures implemented under these plans are likely to result in future fleets of construction equipment that are more efficient than existing fleets. For these reasons, levels of GHG emissions associated with construction activity are expected to decrease over time as new regulations are developed in response to AB 32.

Construction activities are temporary only. Future potential impacts from construction would be required to be analyzed and mitigated during development project review, pursuant to CEQA. Standards currently exist that reduce construction-generated GHG emissions. Therefore, the generation of construction GHG emissions is a **less than significant** impact.

**Operational GHG Emissions**

The Tahoe Valley Area Plan would also result in long-term regional GHG emissions associated with new vehicular trips and indirect source emissions, such as electricity usage for lighting. **Table 16** presents estimated GHG emissions resultant from the 2015 Tahoe Valley Area Plan. Pursuant to City General Plan Policy NCR-5.11, the installation of wood-burning hearth devices in proposed residential dwelling units is prohibited. Therefore, the emissions projections presented in **Table 16** account for the prohibition against wood-burning hearths.

**Table 16**
**Operational Greenhouse Gas Emissions for Tahoe Valley Area Plan – Metric Tons per Year**

| | $CO_2e$ (Metric Tons per Year) | | | | | |
|---|---|---|---|---|---|---|
| | **Area Source** | **Energy** | **Mobile** | **Solid Waste** | **Water** | **Total** |
| Tahoe Valley Area Plan | 271 | 1,420 | 2,329 | 90 | 153 | **4,263** |

*Source: Emissions modeled by PMC in 2015 using the CalEEMod computer program.*

*Notes: Emission estimates account for no residential hearths. Mobile source emissions derived from traffic*

*analysis prepared for the 2015 Tahoe Valley Area Plan.*

As part of the 2015 Tahoe Valley Area Plan buildout assumptions, up to 193 existing lodging units were expected to be removed. The GHG emissions offsets projected from the removal of 193 existing lodging units equals 3,042 metric tons of $CO_2e$.

As previously described, Mitigation Measure 3.5-1 of the TRPA Regional Plan Update EIS mandates TRPA to require, through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments, that GHG emissions from project-specific construction and operational activities permitted pursuant to and in accordance with the Regional Plan are reduced to the maximum extent feasible. Therefore, it is anticipated that this process would be effective in substantially reducing GHG emissions.

TRPA is requiring each local jurisdiction to develop a GHG reduction strategy, using the Lake Tahoe Sustainability Action Plan as a guide in order to attain a 15 percent reduction below the existing emissions inventory for Area Plans. Accounting for the GHG emissions reduction associated with the removal of existing lodging units for operation would result in a 71 percent reduction under the proposed Tahoe Valley Area Plan. Therefore, the Tahoe Valley Area Plan would offset the contribution of GHG emissions greater than 15 percent. Other strategies included in the Tahoe Valley Area Plan that are intended to reduce GHG emission include the following:

- Sustainable Communities Strategy (TVAP Policies LU-8.1, T-6.1)
- Green Building Standards (TVAP Policies NCR-2.1, H-3.2)
- Green Building Incentives (TVAP Policy ED-1.3)
- Energy Efficiency (TVAP Policy H-3.1)
- Mobility and Connectivity (TVAP Policies LU-1.2, LU-1.5, LU-5.1, LU-5.2)
- Pedestrian Facilities (TVAP Policies T-3.1, T-3.4, T-3.6, T-3.7)
- Bicycle Facilities (TVAP Policies T-4.1, T-4.2)
- Transit Service (TVAP Policies T-5.1, T-5.2, T-5.3, T-5.4, T-5.6)
- Recreation Access (TVAP Policy T-5.5)
- Redirection of Development (TVAP Policy H-1.5)
- Mixed-Use Development (TVAP Policies LU-2.1, LU-5.1, H-1.6, H-2.1, H-2.2)

In addition, the City has adopted the Figtree PACE Financing Program to allow property owners in the City to voluntarily place assessment liens on their property for the purpose of installing renewable energy, energy efficiency, and water conservation improvements. The Figtree PACE Financing Program uses private capital to provide property owners with funding. By enrolling in the Figtree PACE Financing Program the City can offer PACE financing to property owners without impacting the City's budget.

TRPA has targeted the removal and replacement of woodstoves that do not meet current EPA Phase II certification requirements. A rebate program is projected to result in the replacement of 126 woodstoves. Other actions taken include revising the Chapter 37, Design Standards of the TRPA Code of Ordinances to

remove unintended barriers to GHG-reducing projects such as roof top solar panels and vegetated roofs. Impacts from buildout of the Tahoe Valley Area Plan, as amended, are considered to be **less than significant** as the Tahoe Valley Area Plan would not result in an increase in the severity of greenhouse gas-related impacts beyond that associated with the development potential assumed under both the City General Plan and TRPA Regional Plan and what was disclosed and analyzed in their associated environmental documents. (TRPA 2012c, 3.5-15 – 3.5-25 and CSLT 2010, pp. 4.5-47 – 4.5-56.)

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**28. Would the Project result in increased use of diesel fuel? (TRPA 2e)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis is tiered from and is consistent with the RPU EIS. (TRPA 2012a, Chapter 3.13.)

Construction associated with subsequent projects under the Tahoe Valley 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 Tahoe Valley 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, p. 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 Tahoe Valley Area Plan during construction activities resulting from implementation of the Tahoe Valley Area Plan may result in exposure of sensitive receptors to TACs.

<u>Short-Term Construction Emissions</u>

Subsequent development and redevelopment projects that could occur under the Tahoe Valley 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 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil 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 Tahoe Valley 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 Tahoe Valley 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, p. 4.5-33), the City adopted Policy NCR-5.10 as part of the General Plan (CSLT 2011, p. NCR-9) to address short-term construction emissions. Furthermore, the Area Plan also incorporates Policy NCR-5.1 to address short-term construction emissions (Tahoe Valley Area Plan 2015, p. 71), which includes measures to reduce construction-generated 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; and
- 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 General Plan EIR (CSLT 2010, p. 4.5-47) the City also adopted Land Use Policy LU-8.18 (CSLT 2011, p. 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 General Plan EIR that would reduce construction-related TAC emission to the extent feasible have been incorporated into the Tahoe Valley Area Plan, subsequent projects under the Tahoe Valley 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 Tahoe Valley Area Plan amendments, the Tahoe Valley 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 Tahoe Valley Area Plan, the City General Plan, as well as the Regional Plan, would include incentivizing development in the 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, p. 3.4-39). US Highway 50 cannot accommodate more than 50,000 vehicles per day (TRPA 2012a, p. 3.4-40). Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

### 5.4.6 Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation)

This section presents the analyses for potential impacts to biological resources, including impacts to SEZs, wetlands, wildlife and vegetation. **Table 17** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 17**
**Biological Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 29. 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 Game or U.S. Fish and Wildlife Service? (CEQA IVa) | | | **X** | |
| 30. 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 Game or US Fish and Wildlife Service? (CEQA IVb) | | | **X** | |
| 31. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc) | | | **X** | |
| 32. 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? (CEQA IVd) | | | **X** | |
| 33. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe) | | | **X** | |
| 34. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf) | | | | **X** |

| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
|---|---|---|---|---|
| 35. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a) | | | | **X** |
| 36. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b) | | | | **X** |
| 37. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c) | | | | **X** |
| 38. 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)? (TRPA 4d) | | | | **X** |
| 39. Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e) | | | | **X** |
| 40. Removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f) | | | | **X** |
| 41. 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? (TRPA 4g) | | | | **X** |
| 42. A change in the natural functioning of an old growth ecosystem? (TRPA 4h) | | | | **X** |
| 43. 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)? (TRPA 5a) | | | | **X** |
| 44. Reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b) | | | | **X** |
| 45. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c) | | | | **X** |
| 46. Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d) | | | | **X** |

**29. 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 Game or U.S. Fish and Wildlife Service? (CEQA IVa)**

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. (CSLT 2010, Chapter 4.9.)

The Tahoe Valley Area Plan amendments would not alter or revise any regulations that adversely affect 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.

Special Status Plant Species

Special-status plant species with the potential to occur in the Tahoe Valley plan area include broad-nerved hump-moss (CNPS List 2, LBTMU-S), water bulrush (CNPS List 2), and marsh skullcap (CNPS List 2). Subsequent development could directly impact these species by direct take during construction or destruction or degradation of these species' habitat(s). A majority of the development and increases in land coverage are anticipated to occur in the existing developed urban lands and disturbed areas along US 50 and SR 89, and the "Y" intersection which is highly disturbed, and not in SEZs, with which these species are associated with. However, there is still limited potential for these species to be impacted.

This potential effect is the same as that analyzed in Impact 3.10-1 (TRPA 2012a, p. 3.10-34 to 3.10-41) of the TRPA RPU EIS, and therefore that analysis is incorporated herein by this reference. The RPU EIS concluded that with existing regulatory measures in place this impact would have a less than significant effect. Any new development or redevelopment project under the Tahoe Valley 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 the loss of riparian, wetland, and other sensitive habitats through CWA Section 404, TRPA, and other permitting/review processes.

Specifically the following regulatory measure would be applicable to any project proposed in the Tahoe Valley plan area. Chapter 33 of the TRPA Code (Vegetation Protection During Construction) outlines measures that must be taken during construction to protect vegetation. In addition, Chapter 61 of the TRPA Code (Vegetation Protection and Management) further protects vegetation by managing and maintaining vegetation health and diversity including common, rare and sensitive plant species. Chapter 61 of the TRPA Code (Sensitive and Uncommon Plant Protection and Fire Hazard Reduction) also sets forth standards to preserve and manage sensitive plant species and specifically projects and activities that may impact sensitive plans to fully mitigate their significant adverse effects. Section 61.4.5 of the TRPA Code (Revegetation) sets forth standards for revegetation. Therefore, construction of approved development under the Tahoe Valley Area Plan would have a less than significant impact on special- status plant species.

The Tahoe Valley Area Plan amendments would allow coverage up to 70 percent on high capability land within newly added town center areas in the Gateway and Neighborhood Professional Districts, provided that coverage is transferred at a ratio of one-to-one from SEZs and sensitive lands. As described in Section 5.4.8, Geology and Soils, the Tahoe Valley Area Plan could potentially result in the transfer and

restoration of 43.5 acres of sensitive lands, thus restoring additional special-status plant species habitat within the Tahoe Valley plan area and the Upper Truckee Hydrologically Related Area. The Tahoe Valley Area Plan has also identified approximately 1.02 acres of disturbed SEZs within the boundary of the Tahoe Valley Area Plan that are targeted for restoration, thus increasing and improving habitat within the Tahoe Valley plan area.

Specific policies of the Tahoe Valley Area Plan that would benefit habitat improvement include the following.

- **Policy NCR-4.1 – Stream Environment Zones** Increase the area of naturally functioning SEZ by preserving existing SEZ and restoring/rehabilitating disturbed SEZ in the Tahoe Valley area, prioritizing the Greenbelt area.

- **Policy NCR-4.2 – Redirection and Transfer of Development** Direct new development away from SEZs and encourage the removal and transfer of existing development from disturbed SEZs that can be feasibly restored. Encourage property owners to use TRPA's transfer incentives available in Chapter 51 of the TRPA Code. Development rights and existing development that are transferred from SEZs and other sensitive lands are eligible to earn residential bonus units, commercial floor area, and tourist accommodation bonus units, when transferred to Centers.

Moreover, the City General Plan also includes policies that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts on special-status plant species or create opportunities for habitat improvement.

- **Policy NCR-3.1: Natural Habitat Preservation** The City shall protect, maintain, and restore key riparian areas, natural open space meadows, and Stream Environment Zones for the preservation of natural habitats.

- **Policy NCR-3.2: Large Scale Development Adjacent to Stream Environment Zones** The City shall minimize the impacts to Stream Environment Zones (SEZ) and sensitive habitat areas from adjacent new large- scale developments.

- **Policy NCR-3.3: Vegetation Preservation** The City shall preserve as much vegetation as possible on site and require revegetation for all proposed development as a condition of approval, so long as it does not conflict with adequate fire abatement.

- **Policy NCR-3.4: Natural Growth Protection** The City shall limit the extent of construction to provide a natural growth zone for vegetation.

- **Policy NCR-3.6: Stream Environment Zone (SEZ) Restoration and Enhancement** The City shall increase the area of naturally functioning SEZs by preserving existing SEZ and restoring/rehabilitating disturbed SEZ.

- **Policy NCR-3.10: Stream Environment Zone Management** The City shall consider stream stability, water quality objectives, fisheries and wildlife, open space, and public health and safety in maintaining or managing Stream Environment Zone (SEZ) restoration projects.

- **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.

- **Policy ROS-2.1: Open Space and Critical Environmental Area Protection** The City shall use the best "un- biased" science and engineering technologies to protect and preserve open space and critical environmental areas allowing public usage if deemed reasonable.
- **Policy ROS-2.2: Riparian Area Preservation and Restoration** The City shall protect and restore key riparian areas and natural features.
- **Policy ROS-2.6: Connecting Surrounding Forests to Urban Open Spaces** The City shall connect surrounding forests to urban open spaces, parks, natural areas and SEZs when appropriate to further biodiversity and habitat.
- **Policy ROS-2.8: Restoration Effort Protection** The City shall ensure that public access does not jeopardize restoration activities and water quality treatment projects on publicly- owned open space lands.
- **Policy ROS-2.9: Permanent Open Space Protection** The City shall permanently protect as open space areas of natural resource value, including forests, wetlands, stream and riparian corridors, and floodplains.
- **Policy ROS-2.10: Sufficient Size Open Space and Natural Areas** The City shall maintain open space and natural areas that are interconnected and of sufficient size to protect biodiversity, accommodate wildlife movement, and provide more sustainable ecosystems.
- **Policy ROS-2.11: Open Space Funding** The City should continue to seek and obtain local, State, and Federal funding for beach, meadow, and open space acquisition.

Implementation of the Tahoe Valley Area Plan and General Plan policies to ensure that SEZs and other open space and natural areas are created, protected, and connected to further biodiversity and improve special-status plant species habitats would result in a beneficial impact.

Special Status Wildlife Species

Habitat conditions of the Tahoe Valley Area Plan have been substantially altered as a result of historic development. There is, however, some suitable habitat for wildlife species listed as endangered, threatened, rare, proposed, candidate, or listed as "fully protected" in the Fish and Game Code of California (Section 3511, 4700, 5050, 5515), referred to as "listed species." A majority of the development (anticipated to be up to an additional 102,000 square feet of CFA and 373 dwelling units by the year 2034) and increase in land coverage is anticipated to occur in the existing developed urban lands which is already highly disturbed. The majority of land disturbance would occur in sagebrush and Jeffrey pine forest lands. Most direct impacts could occur from development of vacant parcels or undeveloped portions of the Tahoe Valley plan area. **Table 18** lists the listed special-status wildlife species that may utilize the habitat within the Tahoe Valley plan area. It should be noted that there are no recorded occurrences of these species in the Tahoe Valley plan area.

**Table 18**
**Listed Special-Status Species**

| Common Name | Status | | |
|---|---|---|---|
| | Federal | State | Regional |
| **Birds** | | | |
| Bald eagle | FD; MNBMC | SE; CFP | LBTMU (MIS) TRPA (SI) |
| Little willow flycatcher | MNBMC | SE | LBTMU (MIS, S) |
| **Mammals** | | | |
| Sierra Nevada red fox | ~ | ST | LBTMU (S) |

*Source: USFWS, 2014 and CDFG, 2014*

Bald eagles may be impacted if construction activities occur within 500 feet of the nest (though no active nests have been identified in the area).

The little willow flycatcher nests and forages in riparian habitat. Approximately 0.44 acres of riparian habitat occur within the Tahoe Valley plan area (City GIS, 2014; USFS, 1991). Riparian areas occur in the immediate vicinity of the Tahoe Valley plan area are primarily associated with the Upper Truckee River. This species may be directly impacted if construction activities occur within 100 feet of the nest or if riparian habitat is disturbed or removed.

The Sierra Nevada red fox may be directly impacted by subsequent development, if this species is found within or adjacent to construction activities. During the breeding season or during hibernation, the species may be rearing young or otherwise unable to relocate from the den, burrow, or other shelter where they are currently residing. If the species is present within a construction zone, construction activities could result in direct mortality of this species.

This potential effect is the same as those analyzed in Impact 3.10-4 (TRPA 2012a, pp. 3.10-50 to 3.10-55) of the TRPA RPU EIS, and therefore that analysis is incorporated herein. The RPU EIS, Impact 3.10-4, concluded that impacts to special-status wildlife species would be less than significant. The Tahoe Valley Area Plan would result in some construction and other projects that could affect special status wildlife species, depending on the specific locations, presence of suitable habitat, and the type, timing, and specific nature of the project actions. During project-level planning and evaluation, impacts on species with potential to be affected would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any significant effects on special-status species as a condition of project approval. For any TRPA special interest wildlife species that could be affected, compliance with the TRPA Code of Ordinances requires that projects or land uses within TRPA non-degradation zones

will not significantly affect the habitat or cause the displacement or extirpation of the population; and TRPA will 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 would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore this impact is considered less than significant.

Specifically, the following regulatory measure would be applicable to any project proposed in the Tahoe Valley plan area. Chapter 62 (Wildlife Resources) of the TRPA Code contains regulations to protect and enhance the existing diverse wildlife habitats, with special emphasis on protecting or increasing habitats of special significance, such as deciduous trees, wetlands, meadows, and riparian areas. Chapter 61 of the TRPA Code (Tree Removal) outlines measures to protect existing trees. In addition, Chapters 33 and 61 of the TRPA Code of would further mitigate impacts to listed wildlife species and their habitats. Therefore, construction of approved development under the Tahoe Valley Area Plan would have a less than significant impact on special status wildlife species.

Furthermore, Implementation of the General Plan Policies NCR-3.1 – NCR-3.4, NCR-3.6, NCR-3.10, NCR-3.11, ROS-2.1, ROS-2.2, ROS-2.6, and ROS-2.8 – ROS-2.11, and the following policy listed below, would also address potential impacts on listed special-status wildlife species:

- **Policy NCR-3.13: Improving Wildlife Habitat:** The City shall encourage the use of native or compatible non-native, non-invasive plant species as part of project landscaping to improve wildlife habitat values.

Implementation of the General policies listed above to improve habitat values would result in a beneficial impact.

While the Tahoe Valley Area Plan would include the potential for taller buildings (up to 45 feet in height at the "Y" intersection), this additional height would not exceed the height of trees in the Tahoe Valley Area Plan and therefore would not obstruct bird or raptor flight (bird strikes). It is expected that these buildings would be quite visible to birds and raptors passing through the Tahoe Valley plan area and they would have ample area to maneuver around the buildings. In addition, the majority of migratory bird movement along the Pacific Flyway is to the east and west of the Sierra Nevada mountain range rather than directly over it. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**30. 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 US Fish and Wildlife Service? (CEQA IVb)**

The potential effects are 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.

Subsequent development may result in the loss or degradation of sensitive natural communities, such as riparian habitat and wetland features, and tree removal. Since the exact nature and location of development is not known at this time, the exact amount of acreage lost cannot be verified.

The TRPA Code of Ordinances Chapter 62 (Wildlife Resources) protects and enhances the existing diverse

wildlife habitats, with special emphasis on protecting or increasing habitats of special significance, such as deciduous trees, wetlands, meadows, and riparian areas. Section 61.1 (Tree Removal) of the TRPA Code of Ordinances outlines measures to protect existing trees. In addition, Section 33.6 (Vegetation Protection During Construction) and Chapter 61 (Vegetation and Forest Health) of the TRPA Code of Ordinances would further mitigate impacts to sensitive natural communities. Furthermore, the buildout of the Tahoe Valley plan area could result in the restoration of 44.5 acres of sensitive lands, thus providing an opportunity for expansion of natural habitats for these species. Consistency with the TRPA Code of Ordinances and implementation of General Plan policies listed in response to Question 29 above would mitigate direct or indirect impacts to sensitive natural communities in the Tahoe Valley plan area; therefore, impacts to vegetation and habitat from subsequent development would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

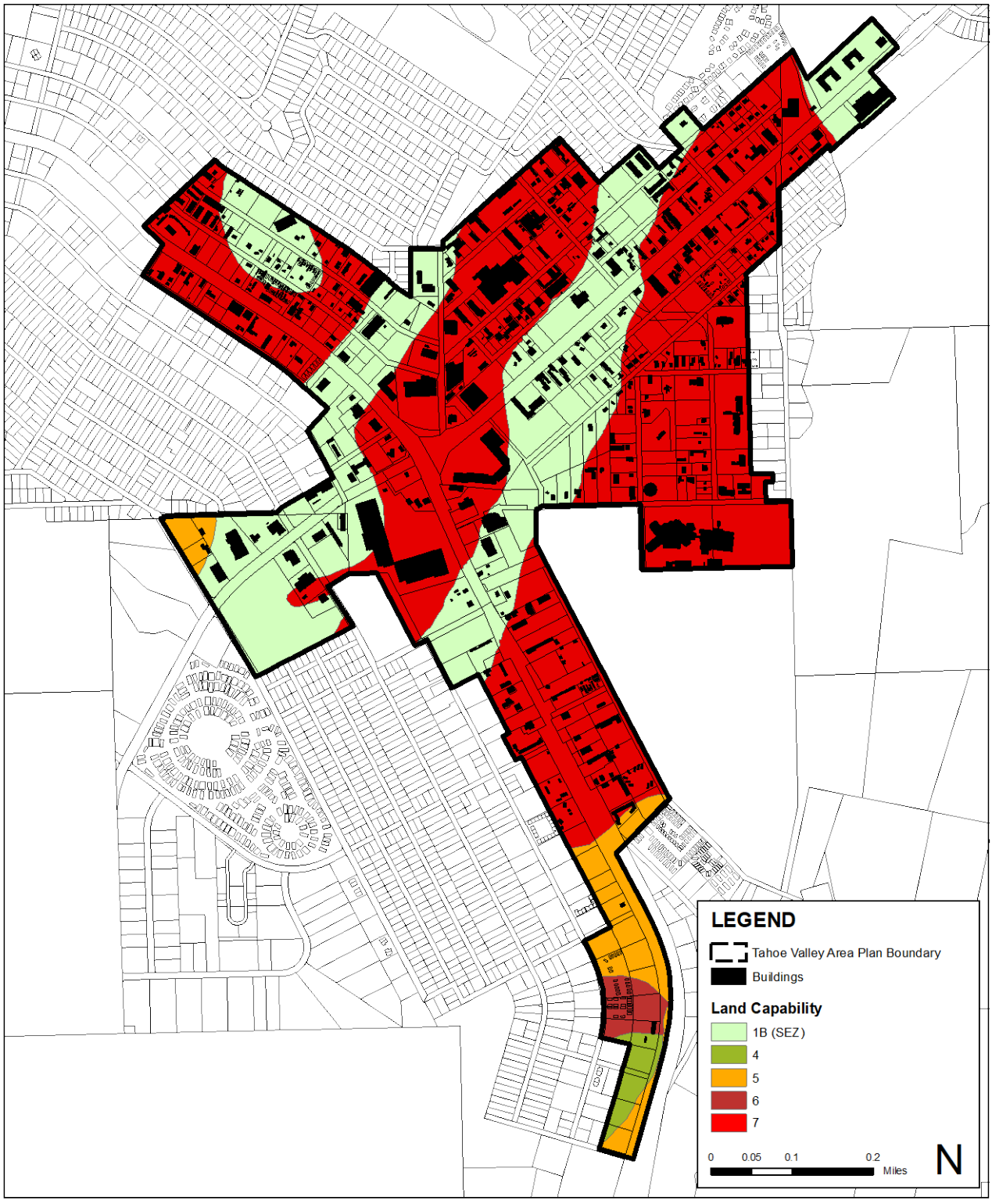
**31. Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc)**

Habitats within the Tahoe Valley plan area include stream environment zones (SEZs), riparian habitat, and potential jurisdictional wetlands and waters of the U.S., as regulated under Section 404 of the CWA. SEZs and related hydrologic zones are a sensitive resource that is protected pursuant to TRPA's Regional Plan and the Code of Ordinances. These areas consist of the natural marsh and meadowlands, watercourses and drainage ways, and floodplains which provide surface water conveyance from upland areas into Lake Tahoe and its tributaries. SEZs are determined by the presence of riparian vegetation, alluvial soil, minimum buffer strips, water influence areas, and floodplains (TRPA, 1986). According to a recent soils study (see Section 6.4.8, Geology and Soils and see discussion of updated SEZ delineation below), there are 50.7 acres of SEZ within the Tahoe Valley plan area (based on updated SEZ delineation), although these are historic occurrences of SEZs based on soils and historical data. These stream conditions have been largely disturbed through historic development of the Tahoe Valley plan area and the underground piping and channelization of these SEZs. There are no streams currently running through the Tahoe Valley plan area.

There has been extensive disturbance of SEZs in the planning area. The opportunities to implement area-wide BMPs, improve drainage systems, and increase SEZ restoration to benefit stream environment zone function exist in the planning area, but are dependent upon verifying and delineating accurate SEZ boundaries. Accordingly, as part of the effort in preparing the Tahoe Valley Area Plan, the SEZ map for the plan area was updated.

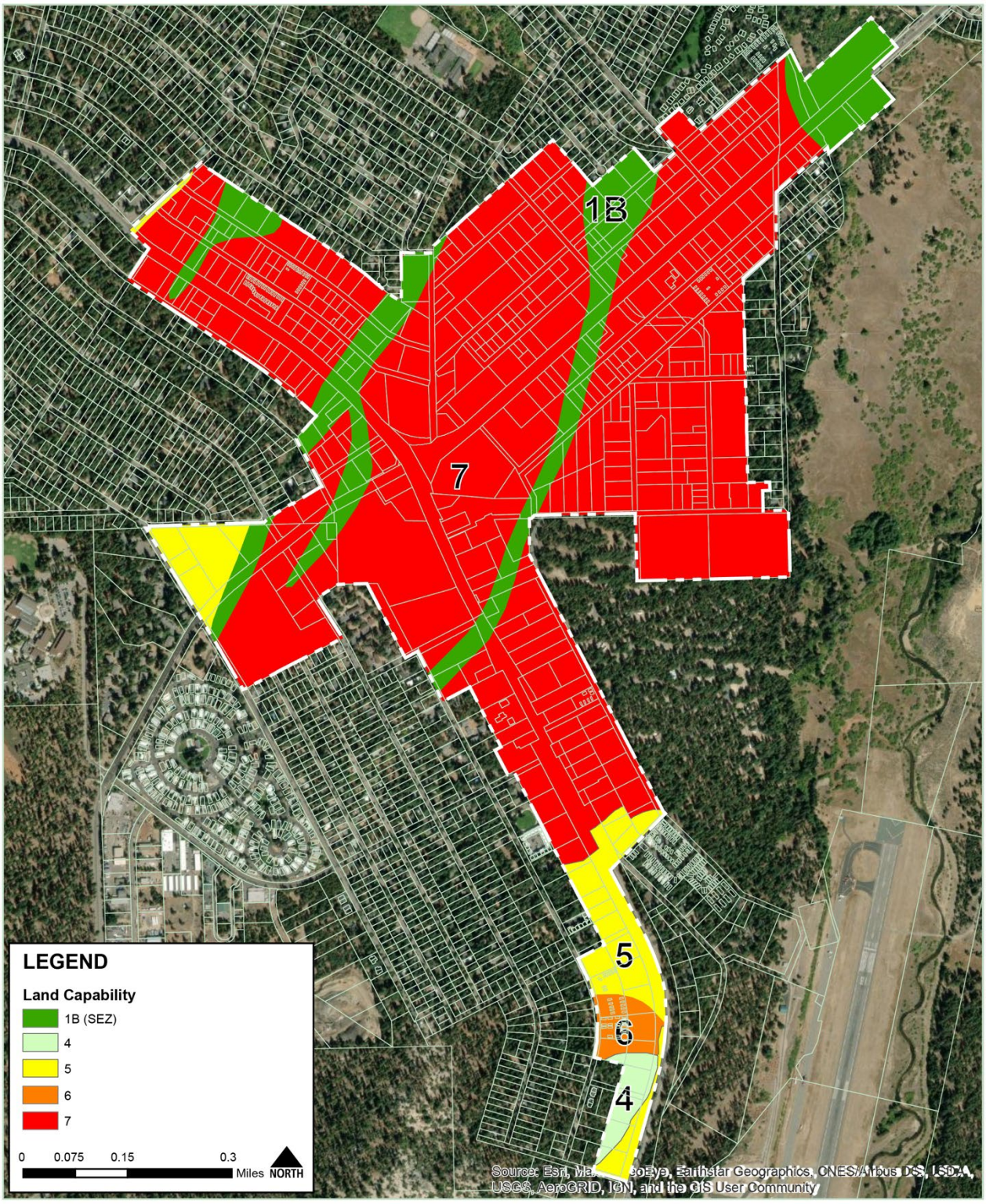
<u>Updated SEZ Delineation</u>

In drafting the original 2015 Area Plan, the City hired Cardno/Entrix and Terra Sciences, experts in the field of soil science and hydrology, to review the existing mapped SEZs and verify the land capability districts for the Tahoe Valley Area Plan. The consultants analyzed previous land capability verifications, site assessments and land capability challenges that have occurred in the planning area, conducted a visual inspection of SEZs (reviewing vegetation, landforms, topography and aerial photography, and examined soil samples to closely examine near-surface soil conditions). In July 2014, Terra Science, Inc. completed a Stream Environment Zone Report for the Tahoe Valley Area Plan. The report includes an SEZ map for the Tahoe Valley plan area that updates the map prepared in 1974. The historic and current SEZ are shown in **Figures 6 and 7** for the revised Area Plan boundary.




Source: TRPA GIS 2024, adapted by the City

**Figure 6**
1987 Bailey Land Capability Map
Tahoe Valley Area Plan Initial Study
March 2024




CITY OF SOUTH LAKE TAHOE

**Figure 7**
Amended Mapped Land Capability Districts
April 2023

The 2014 mapping efforts resulted in the SEZ and land capability district map (Terra Science Inc., 2014) included above as Figure 7. It should also be noted that even with an updated land capability map, property owners are still required to obtain parcel level site assessments and/or land capability verifications from TRPA prior to project submittal.

In response to Question 31, this potential effect is the same as that analyzed in Impact 3.10-1 of the TRPA RPU EIS (TRPA 2012a, pp. 3.10-34 to 3.10-41), and therefore that analysis is incorporated herein. The RPU EIS concluded that with existing regulatory measures in place this impact would have a less than significant effect. Any new development or redevelopment project under the Tahoe Valley Area Plan, as amended 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 the loss of riparian, wetland, and other sensitive habitats through CWA Section 404, TRPA, and other permitting/review processes.

Riparian habitat is considered a sensitive natural community by CDFW and TRPA. There are approximately 0.44 acres of riparian habitat within the Tahoe Valley plan area (USFS, 1991). This sensitive habitat is not located within the areas of proposed Area Plan amendment. Wet meadow and aspen are CDFW-designated sensitive natural communities that occur in the region surrounding the Tahoe Valley plan area. Although aspen groves occur in moist habitats within the vicinity of the Tahoe Valley plan area, according to recent aspen mapping, no aspen stands occur within the Tahoe Valley plan area (LTBMU, 2003). There are no identified wet meadow habitats within the Tahoe Valley plan area (USFS, 1991). Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**32. 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? (CEQA IVd)**

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.

Wildlife movement corridors are routes frequently utilized by wildlife that provide shelter and sufficient food supplies to support wildlife species during migration. Movement corridors generally consist of riparian, woodland, or forested habitats that span contiguous acres of undisturbed habitat. Wildlife movement corridors are an important element of resident species home ranges, including black bear, deer, and coyote. The majority of the Tahoe Valley plan area is developed and surrounded by urban development as well as bisected by two highways (US 50 and SR 89) that substantially hinder movement through the area. Therefore, there is very little access from the Tahoe Valley plan area to undisturbed areas outside the project vicinity. In addition, no valuable resources occur in the vicinity to attract any significant movement to the Tahoe Valley plan area as a destination or through the area to an adjacent destination. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**33. Would the Project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe)**

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.

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to the protection of biological resources such as tree preservation policies. Consistent with existing conditions, development or redevelopment projects associated with the Tahoe Valley Area Plan could result in removal of trees and vegetation depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 of the TRPA Code.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**34. 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? (CEQA IVf)**

The Project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist for the project area. Thus, there will be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**35. Would the Project result in removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)**

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.

The Tahoe Valley Area Plan amendments would not alter or revise regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of any project permitted by the Tahoe Valley Area Plan would be required to comply 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. Additionally, the Citywide design standards and the proposed landscaping standards of the Tahoe Valley Area Plan requires the use of lawn and landscaping species listed in the TRPA-recommended and approved Native and Adapted Plants for the Tahoe Basin, with the exception of accent plantings. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**36. Would the Project result in removal of riparian vegetation other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)**

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 2012, p. 3.10-34 through 3.10-60)

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to vegetation removal and groundwater management. Water supply within the Tahoe Valley Area Plan is primarily obtained from groundwater sources. Consistent with existing conditions, any project permitted through the Tahoe Valley Area Plan would be required to meet TRPA requirements for water supply. 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 Tahoe Valley Area Plan would not directly or indirectly lower the groundwater table.

Further, consistent with existing conditions, vegetation removal associated with projects that could occur under the Tahoe Valley Area Plan with subsequent approval would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, riparian vegetation and wildlife habitat are protected by Sections 61.1.6 (Management Standards for Tree Removal), 61.3.3 (Protection of Stream Environment Zones), and 63.3 (Fish Habitat Protection), and Chapter 62 (Wildlife Resources) of the TRPA Code. For these reasons, development associated with the Tahoe Valley Area Plan is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat, and so there will be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**37. Would the Project 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? (TRPA 4c)**

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 2012, p. 3.10-34 through 3.10-60)

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to new vegetation. Consistent with existing conditions, implementation of new development or redevelopment projects associated with the Tahoe Valley Area Plan would be required to comply with the TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Tahoe Region. Generally, native species require less fertilizer and water than non-native species. 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 which are incorporated in in the Tahoe Valley Area Plan. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Projects associated with implementation of the Tahoe Valley Area Plan would be subject to subsequent project-level environmental review and permitting, and at that time they would be required to demonstrate that any proposed new

vegetation would not require excessive fertilizer or water, or provide a barrier to the normal replenishment of existing species. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**38. Would the Project 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)? (TRPA 4d)**

See discussion and analyses in Questions 35 through 37, and 39 through 42, concluding a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**39. Would the Project result in reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis is tiered from the RPU EIS.

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. The natural resource protection provisions of Chapters 61 and 62 of the TRPA Code are still applicable to the Tahoe Valley Area Plan. Consistent with existing conditions, construction activities associated with implementation of the Tahoe Valley Area Plan could affect special-status plant species and the presence of suitable habitat, depending on the type, timing, and specific nature of any proposed actions. All projects associated with the Tahoe Valley Area Plan would be subject to subsequent project-level environmental review and permitting. At a project-level, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tahoe Valley Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of plants, and so would have **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**40. Would the Project result in removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)**

See discussion and analysis for Question 36 above, concluding **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**41. Would the Project 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? (TRPA 4g)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis is tiered from the RPU EIS.

TRPA regulates the management of forest resources in the Lake Tahoe Basin to achieve and maintain the environmental thresholds for species and structural diversity, to promote the long-term health of the resources, and to create and maintain suitable habitats for diverse wildlife species. Provisions for tree removal are provided in the TRPA Code (Chapter 36, and 71), and tree removal requires the review and approval of TRPA.

Per TRPA Code, Sections 61.1.4, within lands classified by TRPA as conservation or recreation land use or SEZs, any live, dead or dying tree greater than or equal to 30 inches diameter at breast height (dbh) in westside forest types shall not be cut, and any live, dead or dying tree greater than or equal to 24 inches dbh in eastside forest types shall not be cut. Within the non-SEZ urban area, individual trees larger than 30 inches dbh that are healthy and sound shall be retained as desirable specimen trees having aesthetic and wildlife value. For trees within the SEZ and non-SEZ areas, there are the following exceptions: (1) all reasonable alternatives are not feasible to retain the tree, including reduction of parking areas or modification of the original design; or (2) if TRPA determines that they would contribute to a fire hazard, pose an unacceptable risk to occupied or substantial structures or areas of high human use, or if removal of severely insect-infested or diseased trees is warranted to help control an outbreak. In addition, trees and vegetation not scheduled to be removed must be protected during construction in accordance with TRPA Code, Chapter 33. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

**42. Would the Project result in a change in the natural functioning of an old growth ecosystem? (TRPA 4h)**

See discussion and analysis for Question 41 above, concluding **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**43. Would the Project 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)? (TRPA 5a)**

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.

The Tahoe Valley Area Plan amendments would not alter the regulations pertaining to the protection of

animal species. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code are still applicable to the Tahoe Valley Area Plan. Any subsequent projects allowed within the Tahoe Valley Area Plan would be subject to subsequent project-level environmental review and permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would occur consistent 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. For these reasons, adoption of the Tahoe Valley Area Plan would not result in the change in the diversity or distribution of species, or numbers of any species or animals. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**44. Would the Project result in reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)**

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. See also, discussion and analysis for Question 29 above.

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to special-status or listed species of animals. Consistent with existing conditions, development or redevelopment projects associated with the Tahoe Valley Area Plan could affect unique, rare, or endangered species depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. The protections for rare and special-status species contained in Sections 61.3.6 and 62.4 of the TRPA Code are still applicable to the Tahoe Valley Area Plan. At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tahoe Valley Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**45. Would the Project result in introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)**

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. See also discussion and analysis for Question 32 above.

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to the introduction of new species and barriers to the migration or movement of animals. The types of uses that

would be permitted in the Tahoe Valley Area Plan are not of the nature that would be expected to introduce any new animal species into the area. Consistent with existing conditions, development or redevelopment projects associated with the Tahoe Valley Area Plan could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to maintenance of migration routes and movement of animals. The protections for movement and migration corridors contained in Section 62.3.2 of the TRPA Code are applicable to the Tahoe Valley Area Plan. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval.

Wildlife movement corridors are routes frequently utilized by wildlife that provide shelter and sufficient food supplies to support wildlife species during migration. Movement corridors generally consist of riparian, woodland, or forested habitats that span contiguous acres of undisturbed habitat. Wildlife movement corridors are an important element of resident species home ranges, including black bear, deer, and coyote. The majority of the Tahoe Valley plan area is developed and surrounded by urban development as well as bisected by two highways (US 50 and SR 89) that substantially hinder movement through the area. Therefore, there is very little access from the Tahoe Valley plan area to undisturbed areas outside the project vicinity. In addition, no valuable resources occur in the vicinity to attract any significant movement to the Tahoe Valley plan area as a destination or through the area to an adjacent destination. Therefore, implementation of the Tahoe Valley Area Plan would not result in a barrier to the migration or movement of animals, and this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**46. Would the Project result in deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)**

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. See also discussion and analysis for Questions 29 through 31 above.

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Consistent with existing conditions, development or redevelopment projects associated with the Tahoe Valley Area Plan could affect fish and wildlife depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife contained in Chapters 62 and 63 of the TRPA Code. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tahoe Valley Area Plan would not result in the deterioration of existing fish or wildlife habitat quantity. Moreover, the Tahoe Valley Area Plan specifically identifies priority areas for SEZ restoration that would directly benefit water quality, scenic, recreation and habitat quantity and quality. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**

### 5.4.7 Cultural Resources (CEQA) and Archaeological/Historical (TRPA)

This section presents the analyses for potential impacts to cultural, archaeological and historical resources, discussing the Project impacts on cultural resources related to the disturbance of archaeological, historical, architectural, and Native American/traditional heritage resources. The section also addresses disturbance of unknown archaeological resources, as well as paleontological resources (fossils). **Table 19** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 19**
**Cultural Resources and Archaeological/Historical**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 47. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a) | | | **X** | |
| 48. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b) | | | **X** | |
| 49. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c) | | | **X** | |
| 50. Disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 51. 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? (TRPA 20a) | | | | **X** |
| 52. 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? (TRPA 20b) | **X, LTS** | | | |

| | | | | |
|---|---|---|---|---|
| 53. Is the property associated with any historically significant events and/or sites or persons? (TRPA 20c) | **X, LTS** | | | |
| 54. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d) | | | | **X** |
| 55. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e) | | | | **X** |

**47. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a)**

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.

The 2015 Tahoe Valley Area Plan contains historic sites CA-Eld-721-H and CA-Eld-2240-H as identified by archaeological and historical investigations. These sites are associated with Pony Express and historic roadway along US Highway 50 and located in adjacent to US Highway 50. No additional cultural or historic sites are known to exist within the parcels proposed for inclusion in the Area Plan boundary amendments. Previous cultural resources studies within the Tahoe Valley plan area suggest that it is sensitive for the presence of undiscovered prehistoric sites, historic sites, and historic buildings and structures (e.g., given the location of the former Barton Ranch complex, motels/auto courts). Therefore, known and undiscovered prehistoric and historic resources and human remains could be impacted by implementation of the Tahoe Valley Area Plan, which would result in the construction of approximately 373 additional dwelling units as well as an additional 102,000 square feet of commercial floor area (CFA).

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 as a result of a project, activity, or soil disturbance.

The Tahoe Valley Area Plan includes Policy NCR-6.1 that requires that identified historic and cultural resources be preserved where feasible. Where it is found that a resource has no economically viable future use, mitigation for the loss of the resource that would preserve public access to its historic or cultural significance shall be required.

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 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.

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**

**48. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b)**

See discussion and analysis for Question 47 above, concluding a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**

**49. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c)**

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.

A search of the University of California, Berkeley Museum of Paleontology collections database did not identify any evidence of paleontological resources within the Tahoe Valley plan area. Paleontological resources, however, have been identified in El Dorado County. Therefore, it is possible that implementation of any ground-disturbing activities as a result of the Tahoe Valley Area Plan could uncover previously unknown paleontological resources and could result in physical impacts to resources as a result of the construction of approximately 373 additional dwelling units as well as an additional 102,000 square feet of commercial floor area (CFA) that would be transferred from outside of the Tahoe Valley plan area.

The City has adopted General Plan Policy NCR-4.4 that requires paleontological resource evaluations be prepared, and measures to mitigate impacts to paleontological resources be identified, when fossils are discovered during ground-disturbing activities (CSLT 2011, p. NCR-7).

In addition, federal and state regulations, and TRPA Code (Chapter 67) address protection of

paleontological resources and provide processes to avoid or minimize impacts to identified and discovered resources. Because any development associated with the Tahoe Valley Area Plan would be required to comply with these requirements during project specific review and construction activity, it would not alter or adversely affect paleontological resources. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**50. Would the Project disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d)**

The State, 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 as a result 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 Tahoe Valley Area Plan Policy NCR-6.3 requires 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**

**51. Will the Project result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)**

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 Question 47 above.

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to the protection of archaeological and historical resources.

The Tahoe Valley Area Plan contains historic sites CA-Eld-721-H and CA-Eld-2240-H as identified by archaeological and historical investigations. These sites are associated with the Pony Express Trail and an historic roadway near the Upper Truckee River and Marsh and are located nearby the existing US Highway 50 alignment where no changes are proposed to the Area Plan boundary. No additional cultural or historic sites are known to exist within the parcels proposed for inclusion in the amendments. Previous cultural resources studies within the Tahoe Valley plan area suggest that it is sensitive for the presence of undiscovered prehistoric sites, historic sites, and historic buildings and structures (e.g., given the location of the former Barton Ranch complex, motels/auto courts). Therefore, known and undiscovered prehistoric and historic resources and human remains could be impacted by the Tahoe Valley Area Plan, which would result in the construction of approximately 373 additional dwelling units as well as an additional 102,000 square feet of commercial floor area (CFA).

The potential exists within the Tahoe Valley plan area, like elsewhere in the Tahoe Basin and consistent with existing conditions, for previously undiscovered archaeological or historic resources to be discovered during any earth-moving activities.

The Tahoe Valley 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 Tahoe Valley 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 to historic and archaeological resources. Because any development associated with the Tahoe Valley 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 be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**

**52. Is the 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? (TRPA 20b)**

See discussion in Question 51 above that identified two mapped resources on TRPA's official maps. Because any development associated with the Tahoe Valley Area Plan amendments would be required to comply with TRPA regulations (Chapter 67) that prohibits grading, operation of equipment, or other soil disturbance in areas where a designated historic resource is present, except in accordance with a TRPA-approved resource protection plan, it would not alter or adversely affect cultural, historical, and/or archaeological resources identified on TRPA's or other regulatory maps. Thus, this would be a **less than**

**significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**53. Is the Project associated with any historically significant events and/or sites or persons? (TRPA 20c)**

See discussions and analyses discussions for Questions 47 through 52 above, concluding a **less than significant** impact..

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**54. Does the Project have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)**

See discussions and analyses for Question 51 and 52 above. Implementation of, federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or minimize impacts to these resources. Therefore any development associated with the Tahoe Valley Area Plan would not result in a physical change which would affect unique ethnic cultural values. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**55. Will the Project restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)**

See discussion and analysis for Question 51 above, concluding a **less than significant** impact..

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

### 5.4.8 Geology and Soils (CEQA) and Land (TRPA)

This section presents the analyses for potential impacts to geology, soils and land. **Table 20** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 20**
**Geology and Soils and Land**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 56. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:<br>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?<br>ii) Strong seismic ground shaking?<br>iii) Seismic-related ground failure, including liquefaction?<br>iv) Landslides? (CEQA VIa) | | | **X** | |
| 57. Result in substantial soil erosion or the loss of topsoil? (CEQA VIb) | | | **X** | |
| 58. 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? (CEQA VIc) | | | **X** | |

| | | | | |
|---|---|---|---|---|
| 59. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VId) | | | X | |
| 60. 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? (CEQA VIe) | | | | X |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 61. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a) | | | | X |
| 62. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b) | | | | X |
| 63. Unstable soil conditions during or after completion of the proposal? (TRPA 1c) | | | | X |
| 64. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d) | | | | X |
| 65. The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e) | | | | X |
| 66. 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? (TRPA 1f) | | | | X |
| 67. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? (TRPA 1g) | | | | X |

**56. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**56.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? (CEQA VIa)**.

This potential effect is the same as those analyzed in the City General Plan EIR and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, p. 4.8-28.)

The Tahoe Valley Area Plan is located in the Sierra Nevada geomorphic province, which is a block mountain range tilting west approximately 400 miles long and 50 to 80 miles wide. Its east face is a high, rugged multiple scarp, while the gentle western slope is overlapped by sedimentary rocks of the Great Valley geomorphic province. Volcanic sheets are found to the north, extending south from the Cascade Range. Elevations of the peaks within the province range from 1,000 to 14,495 feet (300 to 4,407 meters). The province is composed of Mesozoic granitic and ultramafic rocks, Paleozoic and Mesozoic strongly metamorphosed sedimentary and volcanic rocks, and Cenozoic volcanic rocks.

The Tahoe Valley Area Plan is located in UBC Seismic Hazard Zone 3. This designation indicates that earthquakes in the region have the potential to make standing difficult and to cause stucco and some masonry walls to fall. Structures in this zone must be designed to meet the regulations and standards associated with Zone 3 hazards set forth in the UBC and CBC. The Tahoe Valley plan area is located in a region of California characterized by historical seismic activity. However, the UBC recognizes no active seismic source in the Tahoe Valley plan area vicinity.

The Basin is located in a region of active and potentially active faults as evidenced by historical seismic data and certain topographical features. Specifically, recent fault activity has been identified along the major north-south fault zone that lies along the eastern edge of the Sierra Nevada. There are no active faults within the City; however, there are several known faults within 10 miles of the Tahoe Valley plan area including the active, class B, Genoa Fault.[6] **Table 21** identifies all known faults in the vicinity of the Tahoe Valley plan area.

**Table 21**
**Faults in the Vicinity of City of South Lake Tahoe**

| Name | Approximate Distance and Direction from Planning Area | Time of Most Recent Deformation | Active or Potentially Active? |
|---|---|---|---|
| West Tahoe-Dollar Point Fault Zone | 5 miles northwest | Quaternary (<2.0 Ma) | Potentially Active |
| Genoa Fault Zone | 8 miles east | Latest Quaternary (<15 ka) | Active |
| Tahoe Valley Fault Zone | <1 mile west, south and east | Tertiary or Earlier | |
| East Tahoe Fault Zone | 2 miles north | Quaternary (1.6 Ma) | Potentially Active |
| Tahoe-Sierra Frontal Fault Zone | 4 miles northwest | Tertiary of Earlier | |

*Source: USGS Quaternary Fault Database; CGS, 2023*

The risk of fault-related ground rupture is low within the Tahoe Valley plan area, but faults in the greater vicinity could create the potential for seismic-related ground shaking and ground failure, such as liquefaction. In addition, due to the high groundwater levels in the Tahoe Valley plan area, excavations and construction of below-ground structures have the potential to intercept or interfere with groundwater and may contribute to the potential for ground failure. However, all future development within the Tahoe Valley Area Plan will be designed and constructed according to UBC Seismic Zone 3 requirements, thereby minimizing risks associated with ground shaking. 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. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**56.ii) Strong seismic ground shaking?**

See discussion and analysis for Question 56.i above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**56.iii) Seismic-related ground failure, including liquefaction?**

See discussion and analysis for Question 56.i above.

The potential for seismic-related ground shaking in the Region could also contribute to public safety risks and property damage associated with ground failure including liquefaction, lateral spreading, collapse, and settlement. In addition, portions of the Tahoe Valley Area Plan have relatively 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. Therefore, the risk of injury or property damage from strong ground shaking or resulting ground failure would not be substantially increased from implementation of the Tahoe Valley Area Plan and therefore **a less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**56.iv) Landslides?**

The varied topography within the Lake Tahoe Basin makes many areas susceptible to landslide hazards, however, the Tahoe Valley plan area is located in a relatively alluvial fan with slopes that range from 0 to 5 percent. It is not anticipated that the Tahoe Valley Area Plan will not expose people or structures to landslides.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**57. Would the Project result in substantial soil erosion or the loss of topsoil? (CEQA VIb)**

See discussions and analyses for Questions 62, 63 and 64 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**58. 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? (CEQA VIc)**

See discussions and analyses for Questions 56i through iv above and Question 59 below.

Environmental Analysis*: Less than Significant Impact*.

Required Mitigation: **None**.

**59. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VId)**

According to the Swelling Clays Map of The Coterminous United State, the Tahoe Basin falls within an area that is underlain with little to no clays with swelling potential (USGS 1989). However, soil units mapped within the Basin contain soils with low to high shrink/well potential (NRCS 2007).

The Tahoe Valley plan area is located within the Upper Truckee Hydrologically Related Area. Soil map units within the Tahoe Valley plan area are predominantly coarse-textured and are not expansive. Additionally, through adherence to existing regulation, projects implemented within the Tahoe Valley Area Plan would be required to undergo site-specific environmental review and, as appropriate, geotechnical analysis (TRPA Code Section 33.4 and City Code Title 6 and Title 7) to determine the design, grading, and construction practices required to avoid or reduce geologic hazards including those associated with unstable, expansive soils and slope failure. Absence of expansive soils and adherence to existing regulations would ensure impacts would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None**.

**60. 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? (CEQA VIe)**

Development of septic systems or alternative wastewater disposal systems in areas of soils that are inadequate to support such a use results in a significant impact. However, 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 are prohibited in the Lake Tahoe Basin.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

**61. Would the Project result in compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)**

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. As discussed in Impact 3.7-1 of the DEIS (TRPA 2012a, pp. 3.7-18 to 3.7-19), the analysis concluded that increased coverage allowances up to 70 percent in conforming area plans would have a less than significant effect provided that it's located on high capability lands and the increased coverage comes from the transfer and retirement of existing coverage.

The following maximum allowable coverage provisions (base allowable plus transferred) would apply in the Tahoe Valley Area Plan:

For new development and redevelopment of all use types in the Town Center Core, Town Center Gateway, Town Center Mixed-Use Corridor, Town Center Neighborhood Professional, and Town Center Health Care districts, the maximum coverage is 70 percent of the project area located in high capability lands. Under the proposed amendment, 23 parcels (11.5 acres) would be added to the Town Center boundary and therefore eligible for additional land coverage up to 70 percent with transfer. In addition, the adoption of TRPA Phase 2 Housing Amendments would increase land coverage limits for 100 percent deed restricted affordable housing projects within Town Centers and areas zoned for multi-family housing nearby to Town Centers. However, TRPA amendments that permit increased land coverage for deed restricted affordable housing also require that the housing developments connect to a public stormwater treatment system, or that the project stormwater treatment system be maintained and operated by a responsible public entity.

In the proposed Tahoe Valley Emerald Bay Connection Corridor Residential district, the maximum allowed coverage is unchanged and is based on either the Individual Parcel Evaluation System (IPES) for single-family dwellings, or Bailey land capability classification for multi-family dwellings.

The existing transfer provisions of the TRPA Code of Ordinances would apply to the Tahoe Valley Area Plan with one modification to incentivize the relocation of land coverage from SEZs and retirement of land coverage from non-sensitive lands. Pursuant to Section 30.3.3 of the TRPA Code of Ordinances, development proposing coverage in excess of the base allowable is required to transfer coverage up the maximum permitted as follows:

In the Town Center Gateway, Town Center Mixed-Use Corridor, Town Center Neighborhood Professional, Town Center Healthcare, and the Commercial Mixed-Use districts, coverage shall be transferred at a ratio of 1:1 from sensitive land up to the maximum land coverage of 70 percent. Pursuant to TRPA Code Section 30.4.2, coverage from non-sensitive land shall be transferred at a ratio of 1:1 up to 50 percent, then on an increasing sliding scale based on the total resulting coverage on the receiving parcel up to maximum land coverage of 70 percent, which is transferred at 2:1.

Coverage transferred to the Tahoe Valley plan area can earn bonus coverage from the City's coverage pool as follows: Coverage transferred from the TRPA designated Stream Restoration Plan Area can earn 1 square foot of bonus coverage for every 1 square foot of SEZ coverage transferred; coverage transferred from the Tahoe Valley Greenbelt project area may earn 1 square foot of bonus coverage for every 1 square foot of SEZ coverage transferred; and coverage transferred from the Upper Truckee River HRA may earn one-half square foot of bonus coverage for every 1 square foot of SEZ coverage transferred.

For two parcels within the Tahoe Valley Area Plan where Barton Hospital is currently located (El Dorado County APNs 023-081-03 and 023-081-09), coverage shall be transferred pursuant to following transfer provisions:

- Coverage transferred up to 70 percent shall be transferred pursuant to section 30.4.3 of the TRPA Code.
- Coverage greater than 70 percent shall be transferred at a ratio of 1:1 from sensitive lands and at a ratio of 2.5:1 from non-sensitive lands up the minimum amount needed.
- Coverage transferred shall be transferred from parcels that have not installed permanent BMPs. (TVAP, Exhibit C, p. C-18, Linear Public Facilities and Public Health and Safety Facilities.)

For the Barton Hospital parcels, coverage would be transferred pursuant to Table 30.4.4-1 of the TRPA Code using the existing sliding scale up to 70 percent, and between 70 percent and 90 percent coverage shall be transferred at a ratio of 2.5:1.

Implementation of the Tahoe Valley Area Plan could potentially result in an increase in coverage on vacant and under covered parcels containing high capability land as a result of constructing 373 residential units and up to 102,000 square feet of commercial floor area. The Tahoe Valley Area Plan would implement the existing land coverage standards of Chapter 30 of the TRPA Code of Ordinances which would allow development to exceed the base allowable coverage through transfer of coverage, and pursuant to Chapter 13 of the TRPA Code of Ordinances. Proposed coverage limits, when combined with transfer incentives can potentially result in coverage reduction on sensitive land and retirement of coverage on other high capability land as shown in **Table 22.**

**Table 22**
**Coverage Reduction as a Result of Updated Mapping, Proposed Coverage Standards, and Transfer Incentive**

| | 2015 Tahoe Valley Area Plan |
|---|---|
| Coverage Reduction from Transfers from Sensitive Lands | 43.5 |
| Coverage Reductions from Transfers from Non-Sensitive Lands | 72.4 |
| Coverage Retirement from Transfers | 28.9 |

*Source: TRPA, Aerial LiDAR 2010, TRPA GIS, 2014; adapted by City of South Lake Tahoe.*

Under the Tahoe Valley Area Plan, development would continue to occur on a project-by-project basis. Future development projects would be assessed on an individual basis and would be required to conform to the existing land coverage requirements under Chapters 30 and 53 of the TRPA Code of Ordinances and the proposed alternative land coverage management system of the Tahoe Valley Area Plan. Continuation of existing coverage policies in the Tahoe Valley Area Plan would focus on limiting coverage outside the plan area boundaries, by providing incentives for concentrating coverage on high capability lands in the town center and promoting the removal and transfer of coverage from SEZs and sensitive lands by allowing a maximum of 70 percent coverage. As depicted in **Table 23**, buildout of the 2015 Tahoe Valley Area Plan would result in an increase of 13.6 acres of additional base allowable coverage as a result of updated 2015 land capability mapping, and 43.5 acres of transferred coverage for a total net increase of 57.0 acres in coverage on vacant or under covered parcels containing high capability land in the Tahoe Valley plan area. To achieve this increased coverage, restoration and transfers of existing coverage would be required. Applying the existing transfer provisions, implementation of the Tahoe Valley Area Plan could result in the reduction of 43.5 acres of coverage in sensitive land, or a reduction and relocation of 72.4 acres of coverage and permanent retirement of 28.9 acres of coverage in non-sensitive land. Since the 2015 Area Plan adoption the construction of the Barton Center of Excellence resulted in the transfer of 49,669 square feet (1.14 acres) of SEZ coverage from the South Upper Truckee HRA to the project site and the permanent retirement of 30,663 (0.7 acres) of SEZ coverage. Further buildout of the Tahoe Valley Area Plan would result in the decrease of land coverage within the Upper Truckee HRA and sensitive land, while increasing coverage within high capability lands as development is further concentrated in the expanded town center to promote a compact land use pattern.

| Table 23<br>Estimated Land Coverage – 2015 Tahoe Valley Area Plan Buildout | |
|---|---|
| Existing Coverage | 127.1 |
| New Base Allowable Coverage[1] | 13.6 |
| Transferred of Coverage up to 50% | 15.9 |
| Transferred Coverage up to 70% | 25.0 |
| Transferred Coverage up to 90% | 2.6 |
| **Total Maximum Coverage (Base + Transferred)** | **57.0** |

*Source: TRPA, Aerial LiDAR 2010, TRPA GIS, 2014; adapted by City of South Lake Tahoe.*

*1. New base allowable coverage is based on individual parcels and does not include the US 50, SR 89 or City streets.*

Although the proposed Tahoe Valley Area Plan would allow new base coverage and relocate existing coverage to parcels in the Tahoe Valley plan area, all new impervious base coverage and transferred coverage would still fall within the limits established by the Bailey Land Capability Classification System. Although it is not possible to be certain where coverage transfers will come from (other than the Upper Truckee River HRA), it is feasible to assume that existing and proposed land coverage policies and regulations of the Tahoe Valley Area Plan, which established maximum allowable coverage, prohibits additional coverage in sensitive lands (with few exceptions allowed by TRPA Code), and establishes transfer ratios that incentivize coverage removal will result in either restoration of sensitive lands or the permanent retirement of coverage. Therefore, the Tahoe Valley Area Plan would result in additional coverage that would be limited such that the total coverage permitted by the Bailey system is not exceeded, and in many cases would result in a reduction of coverage. Thus, coverage impacts under the proposed Tahoe Valley Area Plan would be **less than significant**.

In addition to the above analysis concluding a less than significant impact, the Tahoe Valley Area Plan also adopts the following policies to ensure that land coverage limitations are not exceeded and incentives are provided for the relocation of coverage from sensitive lands:

> **Policy NCR-7.1 – Land Coverage** Provide redevelopment incentives in centers that promote reduction, relocation and transfer of land coverage to reduce onsite land coverage. The City will endeavor to reduce overall coverage in order to benefit the objectives of the Tahoe Valley Area Plan.
>
> **Policy NCR-7.2 – Land Coverage Transfer Incentives** To promote SEZ restoration in the Tahoe Valley plan area and the Upper Truckee Hydrologic watershed, all projects transferring and removing coverage from designated sending areas to offset existing excess coverage pursuant to Section 30.6 of the TRPA Code or to go up to the maximum coverage of 70 percent within land capability districts 4-7, inclusive, may be awarded coverage from the City's coverage pool, subject to availability. Bonus coverage from the City may be earned pursuant to the transfer ratios in the following table:

| Sending Area | Bonus Coverage Earned (per sq. ft.) |
|---|---|
| TRPA Designated Stream Restoration Plan Area | 1 |
| Tahoe Valley Greenbelt and Associated SEZs | 1 |
| Other SEZs in the Upper Truckee Watershed Hydrologically Related Area Located within the City Limits | 0.5 |

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**62. Will the Project result in a change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)**

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. (TRPA 2012a, pp. 3.7-47 to 3.7-48.)

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to grading. Consistent with existing requirements, grading and construction activities associated with projects that could occur under the Tahoe Valley Area Plan with subsequent approval 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.

Any subsequent projects allowed within the Tahoe Valley Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that any proposed grading would occur consistent with TRPA Code and City Code provisions that are protective of topography and ground surface relief features and are intended to retain natural conditions. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact*.

Required mitigation: **None.**

**63. Will the Project result in unstable soil conditions during or after completion of the proposal? (TRPA 1c)**

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. (TRPA 2012a, pp. 3.7-47 to 3.7-48.)

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to BMPs for soil erosion. Consistent with existing requirements, soil disturbance associated with projects that could occur under the Tahoe Valley Area Plan with subsequent approval would be required to comply with

Chapters 33 and 60 through 68 of the TRPA Code and Chapter 7.20 of the City Code. See discussion under Question 62 above.

Any subsequent projects allowed within the Tahoe Valley Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that any proposed soil disturbance would occur consistent with TRPA and City Code provisions related to BMPs. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact*.

Required mitigation: **None.**

**64. Will the Project result in changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)**

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. (TRPA 2012a, pp. 3.7-47 to 3.7-53.)

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to grading, excavation, and new disturbance. Consistent with existing requirements, projects that could occur under the Tahoe Valley Area Plan with subsequent approval could result in new soil disturbance, changes to native geologic substructures, and grading in excess of 5 feet. However, all projects would be required to comply with the provisions of Chapter 30 of the TRPA Code and Chapter 7.20 of the City Code regarding permanent disturbance and Section 33.3.6 of the TRPA Code regarding excavation depths that protect subsurface groundwater. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None**.

**65. Will the Project result in the continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)**

See discussion and analysis for Question 62 above, concluding a **less than significant** impact..

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None**.

**66. Will the Project 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? (TRPA 1f)**

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. (TRPA 2012a, pp. 3.7-47 to 3.7-53.)

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to the deposition of beach sand, or changes in siltation, deposition, or erosion, including natural littoral processes, and the Tahoe Valley Area Plan does not contain any lakes, streams or rivers. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None.**

**67. Will the Project result in exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards? (TRPA 1g)**

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. (TRPA 2012a, pp. 3.7-47 to 3.7-53.) See also, discussion and analyses for Questions 56i through 56iv above.

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to geologic hazards. Chapter 35, Natural Hazard Standards, of the TRPA Code includes provisions addressing avalanche, floodplains, and wildfire and Chapter 6.15 of the City Code which addresses CBC and IBC building standards, which includes protections for persons and property from seismic and geologic hazards. Consistent with existing conditions, any subsequent project allowed within the Tahoe Valley Area Plan would be subject to project-level permitting and environmental review by the City and/or TRPA. Such projects would be required to meet all applicable building codes and standards and would be required to undergo site-specific geotechnical analysis as specified by Section 33.4 of the TRPA Code and Title 6 and Title 7 of the City Code. Therefore, the Tahoe Valley Area Plan would not expose people or property to geologic hazards. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None.**

### 5.4.9 Greenhouse Gas Emissions

This section presents the analyses for potential impacts to greenhouse gas (GHG) emissions. **Table 24** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 24**
**Greenhouse Gas Emissions**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 68. Greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIa) | | | **X** | |
| 69. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIb) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| Same as Question 27: Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d) | **X, LTS** | | | |

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 earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth a low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency 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 atmosphere. The phenomenon, knows as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Prominent GHGs contributing to the greenhouse effect are carbon dioxide ($CO_2$), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of GHGs in excess of natural ambient concentrations are believed 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 (IPCC 2014:3, 5).

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 pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more $CO_2$ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused $CO_2$ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused $CO_2$ emissions remains stored in the atmosphere (IPCC 2013:467). The quantity of GHGs that ultimately result in climate change is not precisely known; but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

GHG emissions are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (CARB 2017a).

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2017a). Emissions of $CO_2$ are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Nitrous oxide is also largely attributable to agricultural practices and soil management. $CO_2$ sinks, or reservoirs, include vegetation and the ocean, which absorb $CO_2$ through sequestration and dissolution ($CO_2$ dissolving into the water), respectively, two of the most common processes for removing CO2 from the atmosphere.

**Assembly Bill 32, the California Global Warming Solutions Act of 2006**

In September 2006, the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32, was signed into law. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that (a) the statewide greenhouse gas emissions limit remain in effect unless otherwise amended or repealed, (b) the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020, and (c) [CARB] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020 [California Health and Safety Code, Division 25.5, Part 3, Section 38551]. For the purposes of AB 32 and other legislation in California, GHGs are expressed in carbon-dioxide-equivalent ($CO_2e$). $CO_2e$ is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

**Executive Order B-30-15**

On April 20, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under Executive Order S-3-05 to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line

with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

**Senate Bill 32 and Assembly Bill 197 of 2016**

In August 2016, SB 32 and AB 197 were signed into law, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

**Climate Change Scoping Plan and Updates**

In December 2008, CARB adopted its first version of its Climate Change Scoping Plan, which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, CARB released and subsequently adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014). After releasing multiple versions of proposed updates in 2017, CARB adopted the next version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) in December of that same year (CARB 2017b). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017b:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017b). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017b:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions because of a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change. The latest 2022 Scoping Plan Update aims to assess progress towards achieving the Senate Bill 32 2030 target and lay out a path to achieve carbon neutrality by no later than 2045.

**Senate Bill X1-2, the California Renewable Energy Resources Act of 2011 and Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015**

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014–2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

**El Dorado County Air Quality Management District**

The El Dorado County Air Quality Management District (EDCAQMD) has not adopted specific thresholds of significance for analyzing GHG emissions under CEQA. At present, the Sacramento Metropolitan Air Quality Management District (SMAQMD) along with a committee of EDCAQMD and other regional air districts (i.e., Placer County Air Pollution Control District [PCAPCD], Feather River Air Quality Management District, and Yolo-Solano Air Quality Management District) use guidance from the California Air Pollution Control Officers Association to develop draft threshold concepts for evaluating project-level GHG emissions. The goal of the thresholds is to capture at least 90 percent of GHG emissions from new stationary sources and land development projects. The nearby PCAPCD has developed thresholds of significance for analyzing climate change impacts in consideration of this strategy. PCACPD has adopted a 10,000 and 1,100 metric tons of carbon dioxide equivalent ($MTCO_2e$) bright-line thresholds of significance for analyzing construction and operational emissions, respectively. In lieu of adopted thresholds of significance governed by EDCAQMD and Tahoe Regional Planning Agency (TRPA), these thresholds of significance were applied to the project.

**City of South Lake Tahoe Climate Action Plan**

In 2017, the City passed Resolution 2017-26, Establishing Renewable Energy and Carbon Emissions Reduction Goals. These goals include achieving 50 percent of municipal energy sources from renewable energy by 2025, 100 percent of municipal energy sources from renewable energy by 2032, and 100 percent of community energy sources from renewable electricity by 2032. The resolution additionally outlines the emissions reduction targets of a 50 percent reduction in community-wide emissions by 2030 and an 80 percent reduction in community-wide emissions by 2040. After establishing these reduction targets, the City completed a community-wide GHG emissions inventory to identify the emissions-generating sources in the community. This inventory was used as the foundation for developing the City's first Climate Action Plan, and City Council adopted it on October 20, 2020. It serves as a long-term plan to reduce GHG emissions from community activities and prepare for the impacts of climate change.

**68. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIa)**

This potential effect is the same as those analyzed in the City General Plan Update EIR. (Cite 4.5-47 to 4.5-56.) Also see discussion and analysis for Question 27 above.

Implementation of the Tahoe Valley Area Plan amendment would result in some level of development and population growth anticipated during the plan horizon. In addition, the amendments would permit restaurants to add up to 20 seats of outdoor dining with no requirement for obtaining additional CFA. This amendment is considered to have a less than significant impact on greenhouse gas emissions given STPUD and TRPA determinations that this level of restaurant expansion would not require a change to sewer allocations or require new CFA for the business. Although many of the sustainability- and conservation-oriented land use and transportation policies of the Regional Plan and General Plan would reduce VMT, increase opportunities for transit and non-motor vehicle travel, and allow or encourage redevelopment that would improve energy efficiency, the combined influence of development and population growth occurring during the planning horizon of the City General Plan and the TRPA Regional Plan would result in an increase in overall greenhouse gas (GHG) emissions that would make a cumulative contribution to global climate change.

Increases of GHG emissions attributable to the General Plan and the Tahoe Valley Area Plan amendment would consist primarily of $CO_2$. To a lesser extent, emissions of $CH_4$ and $N_2O$ would also contribute to overall increases in GHG emissions. Mobile-source emissions account for a majority of the increase in GHG emissions, representing roughly 85 percent of the total GHG emissions increase. To a lesser extent,

electricity and natural gas consumption and use of wood-burning hearth devices also contribute to increased GHG emissions, accounting for a majority of the remaining GHG emissions. While substantial increases in total GHG emissions are anticipated, the General Plan would have substantially reduced GHG emissions per new service population (i.e., total number of new residents and employees in the Planning Area) as compared to development under the existing General Plan and 1987 TRPA Regional Plan (13.54 versus 23.57 MTCO2e per year) (CSLT 2010, pp. 4.85-47 through 4.5-56).

An increase in greenhouse gas emissions would be considered significant if the project would obstruct implementation of any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. This standard of significance approach for analysis of climate change impacts is generally supported by the California Air Resources Control Board (Preliminary Draft Staff Proposal - Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 2008). As previously discussed, AB 32 requires total statewide GHG emissions to be reduced to 1990 emissions level by year 2020, which represents an approximate 15 percent reduction, in comparison to current GHG emissions.

As discussed in Question 27 above, TRPA is requiring each local jurisdiction to develop a GHG reduction strategy, using the Lake Tahoe Sustainability Action Plan as a guide in order to attain a 15 percent reduction below the existing emissions inventory for Area Plans. As shown in **Table 16** above in the air quality analysis, accounting for the GHG emissions reduction associated with the removal of existing lodging units for operation would result in a 71 percent reduction under the Tahoe Valley Area Plan. Therefore, anticipated buildout of the Tahoe Valley Area Plan, as amended would offset the contribution of GHG emissions greater than 15 percent.

In addition, the proposed Area Plan would be considered to have a significant impact from global climate change if it would result in the exposure of residents to hazards associated with climate change.

The General Plan Update contains numerous policies that include specific, enforceable requirements and/or restrictions and corresponding performance standards that would apply in the Tahoe Valley Area Plan and would reduce VMT and air quality emissions, including construction-related and operational- related GHG emissions. These policies include actions that would promote the use of alternative fuels, alternative means of transportation, energy conservation, integrating land use and transportation strategies to reduce travel demand, and promoting sustainable development (CSLT 2010, pp. 4.5-49 through.4.5- 55).

The following mitigation measure from the General Plan EIR are also adopted as goals and policies in the General Plan to reduce GHG emission:

Goal NCR-5: To incorporate air quality improvements and emission reductions directly with land use and transportation planning.

- Policy NCR-5.12: Support local, TRPA, and statewide efforts to reduce emission of greenhouse gases linked to climate change.
- Policy NCR-5.13: Develop a citywide greenhouse gas emission inventory and establish regular time frames for updating the inventory.
- Policy NCR-5.14: Establish a greenhouse gas emission reduction target consistent with AB 32 and SB 375 reduction efforts.
- Policy NCR-5.15Analyze and mitigate significant increases in carbon emissions during project review pursuant to the California Environmental Quality Act.

Goal NCR-6: To encourage energy conservation in new and existing development in order to reduce greenhouse gas emissions, limit their effect on global warming, and to create a more sustainable environment.

- Policy NCR-6.1: Shift away from reliance on non-renewable sources, should emerging research show net environmental benefits in the use of biofuels.
- Policy NCR-6.2: Develop a comprehensive strategy to reduce GHG emissions and climate impacts.
- Policy NCR-6.20: Develop strategies to protect the City from the impacts of climate change, such as reduced snowpack, lower lake levels, and natural disasters.

In addition to the measures described above, the Area Plan incorporates General Plan Policy NCR-5.10 (CSLT 2011, p. NCR-9) in Policy NCR-8.1 of the Area Plan to address short-term construction emissions (Tahoe Valley Area Plan, p. 71), 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; and
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

In May 2008, the California Office of the Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming, which include the measures adopted in the General Plan Update. In addition, these measures are consistent with the recently adopted Climate Change Scoping Plan associated with emission reduction measures for energy efficiency, regional transportation-related greenhouse gas targets, and green building strategy (CARB, 2008). It i also important to note that the City has adopted a Climate Action Plan, which includes many of the same measures adopted in the General Plan Update. The City's General Plan Update policies and the Climate Action Plan are consistent with efforts by the State of California. Reductions in VMT attributable to the proposed policies and action items would account for a reduction in mobile-source GHG emissions (higher density standards in town centers and multi-family zones). Additional reductions would also occur associated with implementation of proposed policies that would decrease emissions from area sources, such as measures that would promote green building, energy conservation, and sustainable development.

Moreover, the Tahoe Valley Area Plan Amendments would increase the density to 65 units per acre to incentivize residential development within town centers and multi-family zones, closer to employment and service centers, with better connections to transit, sidewalks, and bicycle trails. On average, there is 11 percent less MVT per capita in these town center and multi-family areas; thus, reducing VMTs and the associated GHG emissions compared to traditional residential districts farther from town centers.

Implementation of relevant policies from the General Plan, the City's Climate Action Plan (which calls for

development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 are anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with future TRPA GHG reduction efforts, and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts, would ensure that City GHG emissions are mitigated. Thus, this impact is considered less than significant (CSLT 2011a, p. 4.0-4 through 4.0-5). Because the Tahoe Valley Area Plan is consistent with and implements the General Plan and is consistent with the General Plan EIR, development and population growth anticipated during the Tahoe Valley Area Plan horizon is not expected to make a considerable contribution to global climate change. Thus this impact is considered **less than significant**.

Environmental Analysis*: Less than Significant Impact.*

Required Mitigation: **None.**

**69. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIb)**

The Tahoe Valley Area Plan Amendments is consistent with applicable plan, policies and regulations adopted in the TRPA Regional Plan, Sustainable Communities Strategy, and the City General Plan to reduce emissions of greenhouse gases. As discussed in Question 68 above, the City and/or TRPA would continue to implement existing practices described in Mitigation Measure 3.5-1 of the RPU EIS, General Plan Policy NCR-5.10, and Tahoe Valley Area Plan Policy NCR-8.1 which includes developing GHG reduction measures on a project-specific basis within the Tahoe Valley Area Plan. Moreover, the Tahoe Valley Area Plan would implement policies of the TRPA Regional Plan and the City General Plan which— among others—calls for concentrating development and redevelopment in town centers at higher densities (e.g., the TC-C, TC-G, TC-MUC, TC-G, TC-NP, and TC-HC zoning districts) in a pedestrian- and transit-oriented environment that focuses on enhancing non-auto modes such as walking, biking, and transit as a strategy to reduce greenhouse gas emissions. Thus, this would be a **less than significant** impact.

Environmental Analysis*: Less than Significant Impact.*

Required Mitigation: **None.**

**Refer to Question 27. Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d)**

See discussion and analysis for Question 27 above, concluding a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

### 5.4.10 Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA)

This section presents the analyses for potential impacts to hazards and hazardous materials and risk of upset and human health. **Table 25** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 25**
**Hazards and Hazardous Materials and Risk of Upset and Human Health**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 70. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA VIIIa) | | | X | |
| 71. 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? (CEQA VIIIb) | | | X | |
| 72. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA VIIIc) | | X | | |
| 73. 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? (CEQA VIIId) | | X | | |

| | | | | |
|---|---|---|---|---|
| 74. 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 for people residing or working in the project area? (CEQA VIIIe) | | | | **X** |
| 75. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area? (CEQA VIIIf) | | | | **X** |
| 76. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIIIg) | | **X** | | |
| 77. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (CEQA VIIIh) | | **X** | | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 78. 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? (TRPA 10a) | | **X** | | |
| 79. Involve possible interference with an emergency evacuation plan? (TRPA 10b) | | **X** | | |
| 80. Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a) | | **X** | | |
| 81. Exposure of people to potential health hazards? (TRPA 17b) | | **X** | | |

**70. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA VIIIa)**

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, pp. 4.3-36 to 4.3-38.)

The primary source for the impact would occur as a direct result of demolition, update, or construction of land uses within the Tahoe Valley plan area. The Tahoe Valley Area Plan Amendments is expected to result in some increase in land uses within the project area. Increased density, development of new land uses, and updates of previously constructed land uses may result in the need for transportation, storage, use, and disposal of normal hazardous materials used during construction. However all development would be required to adhere to federal, state, and local regulations regarding the handling, transportation, and disposal of hazardous materials.

The Tahoe Valley Area Plan may result in 373 new dwelling units and 77,000 to 102,000 square feet of commercial floor area (CFA). Construction of new homes 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), 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 are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and regulations designed to avoid hazardous material releases. All existing and future development in the Tahoe Valley plan area would be required to comply with federal, state, and local regulations regarding the handling and 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, inspection, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in the County and the Tahoe Valley 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 development in the Tahoe Valley plan area would be required to comply with federal, state, and local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials. Therefore, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**71. 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? (CEQA VIIIb)**

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, pp. 4.3-38 to 4.3-39.)

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 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 the requirements of state law. 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 development in the Tahoe Valley plan area is required to and will implement and is 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**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**72. 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? (CEQA VIIIc)**

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, pp. 4.3-40 to 4.3-41.)

Locations where existing or past hazardous material leaks may exist in the Tahoe Valley plan area are shown in **Table 26** below as well as other undiscovered or unregistered locations. Several other sites were indicated in the database search but these other sites have been remediated and closed by the Regional Water Quality Control Board.

**Table 26**
**Active Hazardous Materials Release Sites in the Tahoe Valley Area Plan**

| Site/Facility Name | Regulatory Database | Status | Address Description |
|---|---|---|---|
| Former Swiss Mart Gas Station | LUST | Decommission wells associated with the subject site. Open – Eligible for Closure | 913 Emerald Bay Road |
| Tahoe Suds Laundromat (previously Lake Tahoe Laundry Works) | SLIC | PCE release to groundwater. Open – Remediation | 1024 Emerald Bay Road |
| Former Big O Tires | SLIC | VOC and PCE released to groundwater. Open | 1961 Lake Tahoe Boulevard |
| Former Norma's Cleaners | SLIC | PCE released to groundwater. Open -Site Assessment | 961 Emerald Bay Road |

*Source: LRWQCB, online Geotracker Database, May 23, 2023, http://geotracker.waterboards.ca.gov; Environmental Protection Agency, Enviromapper, May 12, 2008, http://www.epa.gov/enviro/html/em/*

*Note: Portions of Lake Tahoe Boulevard and Emerald Bay Road coincide with US 50 and SR 89, respectively. Also, while the EPA Enviromapper is cited, no active toxic releases were indicated in the EPA's databases.*

**Figure 8** displays all of the known hazardous material contaminating activities/sites within the Tahoe Valley plan area.

Due to the fact that much of the Tahoe Valley plan area was developed prior to the ban on polychlorinated biphenyls (PCBs), it is conceivable that electrical transformers and industrial products currently located within the area could contain PCBs and other heavy metals. Persistent residential chemicals may also be present in the form of pesticides, herbicides, and fertilizers used in typical landscaping efforts by property owners in the past. Accidental release of these materials could occur as a result of demolition, development, or update of land uses within the Tahoe Valley plan area, further exposing people to toxic emissions. Sensitive receptors such as children, the elderly, or hospital patients can be significantly affected by these emissions. As schools are located in close proximity and both a hospital and housing typically utilized by senior citizens are located within the Tahoe Valley plan area, this is a primary concern.

As discussed under Question 71 above, 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 is true for both demolition/construction and operation of projects. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In regard to schools, there are four public schools located within two miles of the Tahoe Valley plan area: South Tahoe High School (which includes the Mount Tallac Continuation School and Transitional Learning Center on the campus), Tahoe Valley Elementary School, South Tahoe Middle School, and Sierra House Elementary School. All four schools are located outside the Tahoe Valley plan area, with South Tahoe High School and Tahoe Valley Elementary School being located closest to the Tahoe Valley plan area – approximately 0.16 miles and 0.13 miles, respectively.

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 public-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 and the number of students located within the City has declined. Therefore, impacts resulting from the construction of new schools are expected to be less than significant.




CITY OF SOUTH LAKE TAHOE

**Figure 8**
Active Hazardous Materials Sites
March 2024

The proposed Tahoe Valley Area Plan would result in an additional 373 dwelling units and 77,000 to 102,000 square feet CFA. Construction of these additional uses is not expected to require the use of any unusual amounts of construction-based hazardous materials, such as gasoline fuels, demolition materials, asphalt, lubricants, toxic solvents, and other related materials. In addition, certain commercial uses store, use, and routinely transport hazardous material to and from their facilities which could pose a potential hazard to the environment and the public, such as the use of above and below ground storage tanks. All existing and future development in the Tahoe Valley Area Plan would be required to comply with federal, state, and local regulations regarding the handling, transportation, disposal, and cleanup of hazardous materials. However, subsequent development could expose construction workers and future residents to hazards associated with previous land uses and future land uses. This impact is **potentially significant**.

Mitigation Measures

The following mitigation measures would apply to the proposed Tahoe Valley Area Plan:

**Mitigation Measure HAZ-1** Require all subsequent projects that would be located on sites suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations. The City and TRPA shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City and TRPA approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

**Mitigation Measure HAZ-2** Subsequent projects that meet the definition of a "Possible Contaminating Activity" under Section 60.3.5 of the TRPA Code of Ordinances shall demonstrate compliance with the findings and requirements under Section 60.3.3.D of the TRPA Code of Ordinances and demonstrate that adequate protections are in place to avoid soil and groundwater contamination and protect public health of area residents. This demonstration shall be required prior to subsequent project approvals and implemented as part of project design.

Implementation of the above mitigation measures would ensure that site-specific hazardous material contamination and potential exposure from previous, current, or future land uses are addressed prior to development in order to protect public health. Thus, implementation of these mitigation measures would mitigate this impact to **less than significant**.

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-1 and MM HAZ-2**.

**73. 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? (CEQA VIIId)**

This section addresses potentially adverse environmental, health, and safety hazards in the Tahoe Valley Area Plan associated with hazardous or regulated material/waste. 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 Department of Toxic Substances Control (DTSC) is responsible for providing a portion of the information that comprises the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information that is part of the complete list. The CAL-SITES Abandoned Sites Program Information System (ASPIS) Database is compiled by the California Environmental Protection Agency to identify and track potential hazardous waste sites. Searches of the above resources and records identified 30 hazardous material sites within the Tahoe Valley Area Plan known to handle and store hazardous materials and/or sites associated with a hazardous material-related release or occurrence. The terms "release" or "occurrence" include any means by which a substance could harm the environment by spilling, leaking, discharging, dumping, injecting, or escaping.

Material hazards indicated in the vicinity of the Tahoe Valley Area Plan primarily concern gasoline, diesel fuel oil, methyl tertiary-butyl ether (MBTE), and perchloroethylene (PCE). Both gasoline and diesel fuels by themselves can be inhalant and ingestion hazards to people and damaging to both animals and plants. MBTE was a common gasoline additive, commonly added to fuel as an oxygenate. MBTE was developed as a replacement for lead additives used prior to 1979. MBTE has been shown to be a carcinogen when inhaled, but limited data is available concerning MBTE's cancer-causing potential in groundwater. Regardless, it is considered hazardous and several groundwater wells in the City have shown MBTE contamination. PCE is a common chlorofluorocarbon (CFC) used most often in dry cleaning operations. Exposure to PCE usually occurs through inhalation. Depending on the length and severity of exposure, PCE can cause effects such as dizziness, fatigue, headaches, and sweating and in higher exposures can lead to unconsciousness. Contact with PCE can cause skin, eye, nose, and throat irritation. Long-term, low-dose exposure has been shown to cause kidney and liver damage and in some cases cancer in study animals.

**Table 26 and Figure 8** display all of the known hazardous material contaminating activities/sites within the Tahoe Valley plan area. These known sites were identified through the California GeoTracker database as well as the Landfill Database, which lists active but not necessarily polluting landfills. Several records were listed in the Tahoe Valley plan area in the GeoTracker databases that are not included in this table as those records were closed and remediated. **Table 26** only includes active records.

Future development or redevelopment within the Tahoe Valley Area Plan may 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, this impact is **potentially significant**.

Mitigation Measures

The following mitigation measures would apply to the proposed Tahoe Valley Area Plan:

**Mitigation Measures HAZ-1 and HAZ-2** as set forth in the discussion and analysis of Question 73 above**.**

Implementation of the above mitigation measures would ensure that site-specific hazardous material contamination and potential exposure from previous, current, or future land uses are addressed prior to development in order to protect public health. Thus, implementation of these mitigation measures would mitigate this impact to **less than significant**.

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-1 and MM HAZ-2**.

**74. 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 for people residing or working in the project area? (CEQA VIIIe)**

As stated above, the Tahoe Valley Area Plan Amendments would result in additional dwelling units and CFA. Additional structures and residents within the plan area could potentially expose those people and structures to typical hazards associated with general aviation aircraft overflights and approach to and departure from the Lake Tahoe Airport.

Hazards associated with airport operations are generally associated with aircraft accidents. Aircraft accidents of most concern occur during takeoff and landing operations during which aircraft are operated close to the ground and within close proximity to one another. Potential hazards around an airport can be increased due to many external factors such as incompatible land uses in the vicinity of the airport, installation of power transmission lines, wildlife hazards (i.e., bird strikes, migrating wildlife, etc.), and construction of tall structures.

Lake Tahoe Airport Land Use Comprehensive Plan

As part of the land use planning process mandated by the Division of Aeronautics and the California Airport Land Use Planning Handbook, several Airport Land Use Commissions (ALUCs) have been formed throughout the state to prepare and administer Airport Land Use Compatibility Plans ALUCP) for each public-use airport in the state. El Dorado County has an operating ALUC that has prepared ALUCPs for many of the airports in the county. However, the City of South Lake Tahoe has been designated as the administrator of the Lake Tahoe Airport by Caltrans' Division of Aeronautics. As such, the City operates as its own ALUC and the City has developed the Lake Tahoe Airport ALUCP.

The Lake Tahoe Airport ALUCP provides land use compatibility guidelines on which compatibility of land uses in the vicinity of the airport is determined. The primary action of the ALUCP is to establish three planning boundaries around the airport concerning height of ground structures, noise, and safety. The most recent Lake Tahoe Airport ALUCP was adopted by the ALUC 2019.

It is important to note that while ALUCP have been developed, ALUCs do not have the power to mandate land uses in the vicinity of the airport under state law. The Division of Aeronautics allows for non-conforming land uses within the ALUCP boundaries. For a jurisdiction to adopt such non-conforming uses, however, a specific process must be conducted that allows for full disclosure of the discrepancy to the public.

City of South Lake Tahoe Airport Ordinance

Section 6.55.200 of the South Lake Tahoe City Code is considered the Airport Ordinance. This ordinance is enacted to protect the health, safety, and peace and to promote the welfare and convenience of the general public making use of the Lake Tahoe Airport by providing regulations for the orderly flow of traffic of aircraft, motor vehicles, and persons and the orderly and safe conduct of business thereon.

The Overflight Zone of the Lake Tahoe Airport is located over the southern portion of the proposed Tahoe Valley Area Plan, generally the area south of US 50 as it travels eastward from the "Y" intersection. As such, certain land uses are not allowed within this area, including privately owned assembly and entertainment, collection stations, and sport assemblies. Development of these uses within the plan area could represent elevated hazards to people on the ground during use of these types of structures. The City's General Plan includes Policy HS-7.1 which stipulates that land uses within the ALUCP boundaries adhere to the requirements of the ALUCP.

Additional concern for flight safety, and thus the safety of people and structures on the ground, concerns tall structures that may impede flights over the plan area. The portions of the plan area within the ALUCP boundaries lie under the horizontal imaginary surface, located 6,414 feet above mean sea level (msl). The highest point within the proposed plan area is located at approximately 6,319 feet msl, resulting in a minimum height restriction over the Tahoe Valley plan area of approximately 100 feet or approximately 10 stories. The maximum structure height proposed in the Tahoe Valley Area Plan is 45 feet. Therefore, it is unlikely that any new structures would be constructed high enough to pierce the horizontal surface.

According to the current City General Plan, Policy HS-7.1 will implement the land use restrictions stated in the ALUCP. As such, development of the above land uses within the southern portion of the Tahoe Valley plan area would not be allowed, regardless of the status of the Tahoe Valley Area Plan. In addition to the requirements of the General Plan, the Tahoe Valley Area Plan specifically includes HNS- 1.1, which requires that land use development within the area be measured against both the requirements of the Tahoe Valley Area Plan and the ALUCP, ensuring that the safety and height requirements of the CLUP are upheld. Implementation of this action item as well as required consistency with height restrictions would ensure that the proposed Tahoe Valley Area Plan would result in a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**75. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area? (CEQA VIIIf)**

The Project is not located within the vicinity of a private airstrip and therefore has no impact on public safety in the vicinity of a private airstrip.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**76. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIIIg)**

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 classification.

Chapter 1.15 of the City Code provides for the preparation and carrying out 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 or threatened existing of an "emergency", or to issue such as 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).

As described above, the Tahoe Valley Area Plan is expected to result in an increase in dwelling units and

CFA within the plan area. Increased density has the potential to adversely affect emergency response described in local, regional, and state emergency response and/or evacuation plans, including but not limited to the County Emergency Operations Plan, the City's Emergency Operations Plan, and the SLTFD Fire Planning Process. Increased density can result in greater numbers of residents and employees within an area that would need to be protected and potentially evacuated. Increased square footage of homes and CFA area represent greater resources that require protection and, in the event of an emergency, response. As such, the Tahoe Valley Area Plan Amendments is expected to result in an incremental impact on emergency plans in plan area. However, existing roadways provide multiple options for evacuation of the area and no roadway closures are expected as a result of the Tahoe Valley Area Plan Amendments.

Indirect effects to 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 in nature – lasting only as long as construction – and overall traffic improvements are expected to improve circulation within the Tahoe Valley plan area, resulting in a net decrease in response times.

While temporary, construction-related impacts are not expected to be significant. The permanent effect of additional residents, employees, and structures within the Tahoe Valley plan area could significantly increase the amount and severity of emergency response required in the area, affecting emergency response and evacuation plans. **Therefore, this impact is potentially significant.**

Mitigation Measures

**Mitigation Measure HAZ-3** Subsequent projects shall incorporate all fire protection and design provisions identified by the South Lake Tahoe Fire Department intended to improve access point(s) and circulation of the subsequent project sites and the overall area in combination with other fire protection requirements (defensible space, fire flow improvements, fire resistant building materials, landscape treatments, placement of hydrants, and installation of sprinklers). The South Lake Tahoe Fire Department shall review and approve the subsequent project site design prior to commencement of project construction.

**Mitigation Measure HAZ-4** Subsequent projects shall be required to prepare and receive approval of a Traffic Management Plan (TMP) in accordance with local and state guidelines and standards, including Caltrans Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin (as applicable). Approval of the TMP shall be obtained from the City and Caltrans (if TMP impacts US 50 or SR 89) prior to site disturbance. Provisions in the TMP shall include, but are not limited to:

- Reduction, to the extent feasible, the number of vehicles (construction and other) on the roadways adjacent to construction sites during project construction.
- Reduction, to the extent feasible, the interaction between construction equipment and other vehicles.
- Improvement and maintenance of public safety aimed at driver and roadway safety.
- Establishment and/or maintenance of safe routes through the project area for bicycles and pedestrians.
- Establishment and/or maintenance of adequate emergency access for police, fire, ambulance, and other emergency service vehicles – as determined through direct consultation with those service providers.

Implementation of the above mitigation measures will ensure that future projects within the Tahoe Valley plan area will not adversely impact emergency response or emergency response plans, resulting in a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-3, MM HAZ-4**.

**77. Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (CEQA VIIIh)**

The risk of wildfire through the City and the Tahoe Valley plan area is high due to both the extent and nature of the forested area. A network of federal, state, and local agencies has been established with responsibility for fire and emergency response. Primary response to the Tahoe Valley plan area would be the responsibility of the SLTFD, but additional response is possible from adjacent departments, the County, CAL-FIRE, and the U.S. Forest Service.

Development anticipated under the Tahoe Valley Area Plan Amendments may increase the number of dwellings and amount of CFA within the planning area. As such, additional resources and people in need of protection would be located in the area, potentially exposing those structures and people to risks of wildland fire. Following the Angora Fire, several efforts have been undertaken that will improve both land management (fuel reduction) and fire response within the Tahoe Valley plan area. Furthermore, recent changes to the allowed permits for removal and management of landscaping and vegetation around structures (agreed between TRPA and SLTFD) will further decrease the risk of wildland fire.

The Tahoe Valley Area Plan contains Policy HNS-1.3 which requires any new structure or addition to implement fire prevention techniques consistent with current California Building and Fire Codes.

Application and enforcement of TRPA Regional Plan policies, portions of the TRPA Code of Ordinances, Area Plan policies, SLTFD permitting process, and local fire codes and guidelines and required consistency with the Fire Planning Process for the City, the Lake Tahoe Basin Wildland Urban Interface Plan, and various other plans and requirements already enforced within the Tahoe Valley plan area will further reduce the risk of wildland fire to residents, employees, visitors, and structures within the area. **This impact, however, is considered to be potentially significant.**

Mitigation Measures

Implementation of mitigation measures HAZ-3 and HAZ-4 would mitigate increases to potential exposure to wildlife hazards to less than significant.

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-3, MM HAZ-4**.

**78. Will the Project 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? (TRPA 10a)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, pp. 4.3-40 to 4.3-41.)

The risk of explosion or release of hazardous substances is discussed and analyzed in detail for Question 72 above and the impact is potentially significant. With the adoption of mitigation measures HAZ-1 and HAZ-2, this impact is reduced to a less than significant level.

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-1 and MM HAZ-2**.

**79. Will the Project involve possible interference with an emergency evacuation plan? (TRPA 10b)**

See discussion and analysis for Question 76 above that concludes that implementation of the Tahoe Valley Area Plan will have a **potentially significant** impact on existing emergency evacuation plans.

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-3, MM HAZ-4**.

**80. Will the Project result in creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)**

See discussions and analyses for Questions 70 through 73 above.

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-1 and MM HAZ-2**.

**81. Will the Project result in exposure of people to potential health hazards? (TRPA 17b)**

See discussions and analyses for Questions 70 through 73 above

Environmental Analysis: *Less than Significant Impact after Mitigation.*

Required Mitigation: **MM HAZ-1 and MM HAZ-2**.

### 5.4.11 Hydrology and Water Quality

This section presents the analyses for potential impacts to hydrology and water quality. **Table 27** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 27**
**Hydrology and Water Quality**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 82. Violate any water quality standards or waste discharge requirements? (CEQA IXa) | | X | | |
| 83. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (CEQA IXb) | | | X | |
| 84. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (CEQA IXc) | | | X | |
| 85. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (CEQA IXd) | | | | X |
| 86. Create or contribute runoff water which would exceed the | | | X | |

| | | | | |
|---|---|---|---|---|
| capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (CEQA IXe) | | | | |
| 87. Otherwise substantially degrade water quality? (CEQA IXf) | | **X** | | |
| 88. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (CEQA IXg) | | | | **X** |
| 89. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh) | | | | **X** |
| 90. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (CEQA IXi) | | | **X** | |
| 91. Inundation by seiche, tsunami, or mudflow? (CEQA IXj) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 92. Changes in currents, or the course or direction of water movements? (TRPA 3a) | | | | **X** |
| 93. 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? (TRPA 3b) | | | | **X** |
| 94. Alterations to the course or flow of 100-yearflood waters? (TRPA 3c) | | | | **X** |
| 95. Change in the amount of surface water in any water body? (TRPA 3d) | | | | **X** |
| 96. Discharge into surface waters, or in any alteration of surface water quality, including but | | **X** | | |

| | | | | |
|---|---|---|---|---|
| not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e) | | | | |
| 97. Alteration of the direction or rate of flow of ground water? (TRPA 3f) | | | | **X** |
| 98. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g) | | | | **X** |
| 99. Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h) | | | | **X** |
| 100. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i) | | | | **X** |
| 101. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j) | | **X** | | |
| 102. Is the Project located within 600 feet of a drinking water source? (TRPA 3k) | **X, LTS** | | | |

**82. Would the Project violate any water quality standards or waste discharge requirements? (CEQA IXa)**

Subsequent development under the Tahoe Valley Area Plan amendment could result in temporary and permanent water quality impacts to surface runoff from construction and increases in impervious coverage. However, the Tahoe Valley Area Plan would continue to promote and implement existing policies related to (1) construction of best management practices and permitting requirements; (2) reducing land coverage impacts in low capability lands by transferring coverage to high capability lands and installing BMPs; (3) promoting retrofit of existing development with BMPs through existing and proposed Tahoe Valley Area Plan policies; and (4) implementing area-wide treatment systems. Application of existing transfer and restoration provisions of the TRPA Code, and proposed Tahoe Valley Area Plan policies for SEZ restoration, BMP implementation, and area-wide treatment would allow continued compliance with water quality standards and waste discharge requirements. Moreover, as discussed below in the Water Quality Impacts of Concentrated Coverage and results of pollutant load modeling, implementation of the Tahoe Valley Plan would result in a net reduction of pollutant loads to Lake Tahoe when compared to the baseline conditions.

Water Quality Impacts of Concentration of Coverage

The 2015 Area Plan IS/IEC analyzed the potential impacts to water quality from increased land coverage allowances for Town Centers included in the 2012 TRPA RPU. The proposed expansion of the Area Plan boundary will result in potential for additional coverage on 23 parcels (11.5 acres) within the Gateway and Neighborhood Professional districts. With their inclusion in the area plan boundary, these parcels shall be added to a TRPA designated Town Center where maximum allowed land coverage equals 70 percent of the project area. These parcels all contain high capability soils that previously could not exceed 30 percent coverage. Increasing the allowable coverage to 70 percent creates the potential for approximately 200,000 square feet (4.6 acres) of additional impervious area in the TVAP Town Center with transfer from offsite locations.

Transfers of this additional coverage shall be subject to TRPA Code of Ordinances 30.4: Land Coverage Limitations. All coverage beyond the base allowed comes from the transfer and retirement of existing coverage so that there is no net increase within the basin.

This potential effect is largely the same as that analyzed in the General Plan EIR, and therefore the analysis is tiered from and is consistent with the General Plan EIR. (CLST 2010, p. 4.7-48 to 4.7-62.) The potential effect is also the same as that analyzed in the RPU EIS. As discussed in Impact 3.8-4 of the DEIS (TRPA 2012a, p. 3.8-32), the analysis concluded that increased coverage allowances up to 70 percent in conforming area plans would have a less than significant effect on surface water runoff, provided that it's located on high capability lands and the increased coverage comes from the transfer and retirement of existing coverage.

To achieve this increased coverage, restoration and transfers of existing coverage would be required. Applying the existing transfer provisions, implementation of the 2015 Tahoe Valley Area Plan would result in the reduction of up to 57.0 acres of coverage in sensitive land, or a reduction and relocation of 72.4 acres of coverage and permanent retirement of 28.9 acres of coverage in non-sensitive land. The Tahoe Valley Area Plan would result in the decrease of land coverage within the Upper Truckee HRA and sensitive land, while increasing coverage within high capability lands as development is further concentrated in the town center to promote a compact land use pattern (see Section 6.4.8 Geology, Soils, Land Capability, and Coverage for analysis of potential changes in coverage). While coverage in Town Centers would increase, the additional coverage would still be limited to high capability lands and would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading from the additional coverage, including maintenance requirements.

The potential effects of concentrated coverage on water quality in the 2015 Tahoe Valley Area Plan was analyzed using the Pollutant Load Reduction Model (PLRM) – a publicly available computer model used to evaluate and compare alternatives for storm water quality improvement projects in the Lake Tahoe Basin. The PLRM is a tool to compare urban stormwater quality improvement alternatives in an urban catchment based on the predicted load reductions of the pollutants of concern.

The PLRM summarizes output as average annual runoff volumes and pollutant loads for each modeled scenario. The PLRM quantifies pollutant generation from an urban land use and associated land use condition. Urban land use types include single family residential, multi-family residential, commercial, primary roads, and secondary roads, etc. Condition is defined as the existing state of a land use relative to the pollutant generation risk during a subsequent storm and is the integration of physiographic characteristics, pollutant source controls, and the effectiveness of pollutant recovery efforts.

As discussed above and depicted in **Table 28,** a PLRM model run of the net effect of increased coverage resulting from the Tahoe Valley Area Plan estimates that pollutant loadings to surface waters would be reduced overall when compared to the baseline conditions that existed in the Tahoe Valley plan area in

2015.

Overall, analysis conducted for the 2015 Tahoe Valley Area Plan predicted reductions of: runoff volumes by 27%; Total Suspended Sediment (TSS) by 23%; FSP by 25 %; Total Phosphorus (TP) by 20%; Soluble Reactive Phosphorus (SRP) by 41%; Total Nitrogen (TN) by 21%; and Dissolved Inorganic Nitrogen (DIN) by 24%. The decrease in the pollutant load is the result of a number of factors including implementation of BMPs on existing developed parcels that qualify for additional coverage. Currently, the compliance rate for BMP installation in the Tahoe Valley plan area is approximately 32 percent. As existing parcels with no BMPs are redeveloped, and BMPs are installed, pollutant loads are captured and treated. Furthermore, implementation of the Tahoe Valley Area Plan would facilitate the construction of the Tahoe Valley Stormwater System which would treat runoff from city streets and function as an area-wide treatment system that adjacent commercial projects will plumb into. Because the stormwater system will be maintained by the City, the area-wide treatment system is expected to be more effective in treating pollutant loads than parcel-level BMPs.

Additionally, it can be assumed that some portion of the coverage transferred to the area plan will come from properties that are not in compliance with TRPA BMP standards, thus the net effect of coverage reduction and transfer to high capability lands in the Town Center would result in reduced pollutant loads. Thus, the water quality impacts of concentrated coverage in Town Centers will be **beneficial**.

**Table 28**
**Pollutant Load Reduction Model Results For the Tahoe Valley Area Plan**

| | Runoff Volume | | TSS[1] | | FSP[2] | | TP[3] | | SRP[4] | | TN[5] | | DIN[6] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ac Ft/Yr | +/- | Lbs/Yr | +/- | Lbs/Yr | +/- | Lbs/Yr | +/- | Lbs/Yr | +/- | Lbs/Yr | +/- | Lbs/yr | +/- |
| **Baseline** | 120.8 | - | 57,619.2 | - | 35,960.8 | - | 133.6 | - | 34.1 | - | 586.6 | - | 67.1 | - |
| **Tahoe Valley Plan** | 88.7 | 32.1 (26.6%) | 44,271.5 | 13,347.7 (23.2%) | 27,126.5 | 8,834.3 (24.6%) | 107.2 | 26.4 (19.8%) | 20.0 | 14.1 (41.4%) | 464.6 | 122.0 (20.8%) | 51.0 | 16.1 (23.9%) |

1. Total Suspended Sediment
2. Fine Sediment Particles
3. Total Phosphorus
4. Soluble Reactive Phosphorus
5. Total Nitrogen
6. Dissolved Inorganic Nitrogen

Construction Impacts

This potential effect is the same as that analyzed in the General Plan EIR, and therefore the analysis is tiered from and is consistent with the General Plan EIR. (CLST 2010, p. 4.7-57 to 4.7-62.) This analysis addresses the specific circumstance of the project and considers the identified level of potential development within the Tahoe Valley Area Plan.

The 2015 Tahoe Valley Area Plan may result in the construction of 373 new dwelling units and 77,000 to 102,000 square feet of commercial floor area, potentially generating runoff containing various pollutants that could contaminate surface and/or groundwater supplies (if not properly treated with water quality controls) as runoff percolates into the soil. However, the statewide NPDES permits for construction runoff, dewatering and other low-threat releases to surface water, and discharges from municipal storm drain systems (MS4s) require the provision of water quality control measures that would protect groundwater quality from future development activities. In addition, numerous other regulations at the state, regional, and local levels are currently in place to protect and improve water quality in the region. (CSLT 2010, p.

4.7-57.)

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. 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 Tahoe Valley 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).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 7.15 of the City Code) would continue to be required for all properties within the Tahoe Valley Area Plan, construction activities within the Tahoe Valley Area Plan would not result in discharges to surface waters or alteration of surface water quality. This impact would be **less than significant**.

Groundwater Impacts

This potential effect is the same as that analyzed in the General Plan EIR, and therefore the analysis is tiered from and is consistent with the General Plan EIR. (CSLT 2010, p. 4.7-37 to 4.7-43.) This analysis addresses the specific circumstance of the Tahoe Valley planning area and considers the groundwater elevations and areas of existing soil and/or groundwater contamination identified in the Tahoe Valley plan area.

The Tahoe Valley plan area includes of areas of known high groundwater elevations, and areas of existing soils and/or groundwater contamination, that could be intercepted by excavations from subsequent development activities and/or altered through infiltration of surface water into the ground. Interception of groundwater could result in alteration of the direction of groundwater flow, alteration of the rate of flow, and could contaminate groundwater quality.

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 Question 72, **Table 26**) 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 non-contaminated stormwater separate from contaminated soils and water to prevent leaching and spreading of contaminants. Direct infiltration in these locations may introduce additional pollutant loads to groundwater and nearby surface waters (EPA, *Design Principles for Stormwater Management on Compacted, Contaminated Soils in Dense Urban Areas, April 2008*). Although 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 **potentially significant** impact.

Mitigation Measures

**Mitigation Measure HYD-1** As part of soil/hydrologic investigations for subsequent development and activities in the Tahoe Valley plan area, TRPA and the City will require that a determination of the potential to encounter groundwater from site development may occur. Subsequent project stormwater pollution prevention plans (SWPPP) will include a dewatering program and measures to mitigate potential contamination of groundwater as well as design provisions to allow groundwater to flow through or around

underground structures. Measures to control water quality may include use of settling tanks and Active Treatment Systems (ATS) for treatment of dewatering as well as contamination prevention measures such as proper material storage, secondary containment systems, vehicle fluid drip pans, temporary berms or dikes to isolate construction activities, use of vacuum trucks, and other measures to capture contamination releases.

**Mitigation Measure HYD-2** The City and TRPA shall consult with the Lahontan Regional Water Quality Control Board and online Geotracker Database to determine the potential for hazardous material releases on property where BMP installation is proposed prior to issuance of permits, approving the installation of BMPs. Where City and/or TRPA staff determines a potential to exist, the property is required to tie in to an existing area-wide system if one is available in lieu of parcel specific BMPs. Where an area-wide system is not available, the site shall be deemed constrained, per TRPA Code 60.4.8.B, until the time that an area-wide system is available or the site has been remediated and closed by the Water Quality Control Board.

**MM HAZ-1 and MM HAZ-2** (see Question 72 above).

Significance after Mitigation

Implementation of mitigation measures **HYD-1 and HYD-2** as well as the TRPA Code would mitigate potential groundwater impacts to **less than significant**. The reader is referred to Question 72 above, Hazards and Hazardous Materials, for potential groundwater impacts associated with future land uses, which would be mitigated through implementation of **MM HAZ-1 and MM HAZ-2**.

Environmental Analysis: *Less than Significant Impact after Mitigation*.

Required Mitigation: **MM HYD-1, MM HYD-2, MM HAZ-1 and MM HAZ-2.**

**83. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (CEQA IXb)**

This potential effect is the same as that analyzed in the City General Plan EIR, and so this analysis is tiered from the General Plan EIR. (CLST 2010, 4.7-37 to 4.7-43.)

The Tahoe Valley 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 Board. Consistent with existing conditions, projects that could occur under the Tahoe Valley Area Plan with subsequent approval 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.

The potential impact of development and redevelopment within the Tahoe Region, including development within the Tahoe Valley plan area, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, p. 3.13-11) and in the General Plan EIR (CLST 2010, 4.7-37 to 4.7-43 and 4.12-12 to 4.12-13). Because the regional water demand at build-out would be less than the regional surface water allocation, 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 Tourist Core 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 would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**84. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (CEQA IXc)**

This potential effect is the same as those analyzed in Impact 4.7.6 (CSLT 2010, pp. 4.7-62 to 4.7-65) of the City General Plan Update EIR, and therefore the analysis is tiered from and is consistent with the General Plan EIR. Impact 4.7.6 concluded that development within the City limits would not have a significant effect on drainage flows or result in increased flood hazards.

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to the course or direction of water movements. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Chapter 93 o the TRPA Code. Stream modifications are limited by the provisions of Chapter 63 which requires protection of fish resources, and Sections 61.3.3 and 30.5, which requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur within the Tahoe Valley Area Plan that could alter the course or direction of water 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. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**85. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (CEQA IXd)**

A small area within the Tahoe Valley plan area is within Special Flood Hazard Areas designated on the NFIP Flood Insurance Rate Maps. This area is located where the Upper Truckee River passes under US Hwy 50 and the 100-year flood zone includes properties adjacent to Hwy 50 and the river. No areas proposed for expansion of the Tahoe Valley Area Plan are located within the Special Flood Hazard Areas. Thus, there is **no impact** from the proposed amendments.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**86. Would the Project 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? (CEQA IXe)**

This potential effect is the same as those analyzed in Impact 4.7.6 (CSLT 2010, pp. 4.7-62 to 4.7-65) of the City General Plan Update EIR, and therefore the analysis is tiered from and is consistent with the General Plan EIR. Impact 4.7.6 concluded that development within the City limits would not have a significant

effect on drainage flows or result in increased flood hazards. Also see discussion and analysis for Questions 82, 84 and 85 above, concluding **no impact** or a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**87. Would the Project otherwise substantially degrade water quality? (CEQA IXf)**

This potential effect is the same as those analyzed in Impact 4.7.6 (CSLT 2010, pp. 4.7-62 to 4.7-65) of the City General Plan Update EIS, and therefore the analysis is tiered from and is consistent with the GP EIS. Impact 4.7.6 concluded that development within the City limits would not have a significant effect on drainage flows or result in increased flood hazards. Also see discussion and analysis for Questions 82, 84 and 85 above.

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 7.15 of the City Code) would continue to be required for all properties within the Tahoe Valley plan area, any potential development or redevelopment of amendment parcels would not result in discharges to surface waters or alteration of surface water quality. Potential water quality impacts relating to identified active release sites set forth above in Question 82 will be **less than significant** after mitigation.

Environmental Analysis: *Less than Significant Impact after Mitigation*.

Required Mitigation: **MM HYD-1, MM HYD-2, MM HAZ-1 and MM HAZ-2.**

**88. Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (CEQA IXg)**

See discussion and analysis for Question85 above

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**89. Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh)**

See discussion and analysis for Question 85 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**90. Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (CEQA IXi)**

No levees or dams are located within the boundaries of or upstream from the Tahoe Valley Area Plan, therefore no person or structures would be at a significant risk of loss, injury or death involving flood as a result of the dam or levee failure. Therefore this is a **less than significant** impact.

Flooding of the Tahoe Valley as a result of wave action from 100-year storm occurrence or seiches is discussed and analyzed in Question 91 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**91. Would the Project cause inundation by seiche, tsunami, or mudflow? (CEQA IXj)**

This potential effect is the same as those analyzed in Impact 4.7.8 (CSLT 2010, pp. 4.7-66 to 4.7-69) of the City General Plan Update EIR, and therefore the analysis is tiered from and is consistent with the General Plan EIR. Impact 4.7.8 concluded that after adoption of Mitigation Measure 4.7.8 requiring the City to update the Local Emergency Operations Plan and Emergency Management Plan to include planning and response provisions for seiche wave hazards, the impact would be **less than significant**. Also see discussion and analysis for Question 84 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**92. Will the Project result in changes in currents, or the course or direction of water movements? (TRPA 3a)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the General Plan EIR. (CSLT 2010, pp. 4.7-34 through 4.7-37.) The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to 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 requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur under the Tahoe Valley Area Plan that could alter the course or direction of water 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. Thus, this would be a **less than significant** impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**93. Will the Project 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? (TRPA 3b)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from the RPU EIR. (TRPA 2012a, pp. 3.8-31 to 3.8-53.) The General Plan EIR also analyzed this impact, and this analysis therefore incorporates by reference the General Plan EIR. (CSLT 2010, pp. 4.7-62 through 4.7-64.) Also see discussion and analyses for Question 84-86 above.

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to surface water runoff. All projects within the Tahoe Valley plan area must demonstrate compliance with the land capability and coverage provisions of Chapter 30 of the TRPA Code which is incorporated into the Tahoe Valley Area Plan Development and Design Standards.

The potential effects of these changes related to water quality were analyzed in the RPU EIS (TRPA 2012a, pp. 3.8-32 to 3.8-53) and in response to Question 82 above. Coverage increases on high capability land would be achieved through restoration and transfer of existing land coverage. Additionally, all development within the Tahoe Valley Area Plan would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading from the additional coverage. As specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin, including the Tahoe Valley plan area. Moreover, the pollutant load modeling and analysis discussed in Question 82 above, concluded that implementation of the Tahoe Valley Plan would reduce pollutant loads when compared to the baseline conditions. Therefore, future projects that may occur within the Tahoe Valley plan area would not inhibit the ability to infiltrate surface water runoff from a 20-year 1-hour storm event. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**94. Will the Project result in alterations to the course or flow of 100-year floodwaters? (TRPA 3c)**

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. 3.14-13.) Also see discussion and analyses for Question 84-86 above. The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code or Chapter 6.65 of the City Code. Portions of the Tahoe Valley Area Plan are located within the 100-year floodplain. All future development within the Tahoe Valley Area Plan would be required to meet both the requirements of Chapter 35 of the TRPA Code and Chapter 6.65 of the City Code related to floodplain management. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**95. Will the Project result in change in the amount of surface water in any water body? (TRPA 3d)**

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, pp. 3.13-11 to 3.13-15.)

Also see discussion and analyses for Question 84-86 above concluding that the Tahoe Valley Area Plan would not result in significant increases in surface water in any water body.

The Tahoe Valley Area Plan Amendments 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 Tahoe Valley 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.

The potential impact of development and redevelopment within the Tahoe Region, including development

within the Tahoe Valley plan area, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, pp. 3.13-11 to 3.13-15) and discussed in detail in Questions 156 and 164 below. Because the regional water demand at build-out would be less than the regional surface water allocation, 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 Tahoe Valley 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: *Less than Significant Impact.*

Required Mitigation: **None.**

**96. Will the Project result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)**

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 analyses for Questions 82-87 above.

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. 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 Tahoe Valley 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).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 7.15 of the City Code) would continue to be required for all properties within the Tahoe Valley Area Plan, the Tahoe Valley Area Plan would not result in discharges to surface waters or alteration of surface water quality. Potential water quality impacts relating to identified active release sites set forth above in Question 82 will be **less than significant** after mitigation.

Environmental Analysis: *Less than Significant Impact after Mitigation*.

Required Mitigation: **MM HYD-1, MM HYD-2, MM HAZ-1 and MM HAZ-2.**

**97. Will the Project result in alteration of the direction or rate of flow of ground water? (TRPA 3f)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from the RPU EIS. (TRPA 2012a, Chapters 3.8 and 3.13.) See also discussion and analysis for Question 83 above.

The Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to excavations that could intercept or otherwise interfere with groundwater. Section 33.3 of the TRPA Code prohibits excavations, except under certain defined and permitted conditions, that interfere with or intercept the high water table by: altering the direction of groundwater flow; altering the rate of flow of groundwater;

intercepting groundwater; adding or withdrawing groundwater; or raising or lowering the groundwater table. Additionally, excavation in excess of 5 feet below ground surface (or less in areas of known high groundwater) is generally prohibited because of the potential to intercept or interfere with groundwater is prohibited. Such excavations may be permitted under certain defined conditions (Section 3.3.6.B of the TRPA Code), and in such cases it must be demonstrated in a soils/hydrologic report that no interference or interception of groundwater would occur as a result of the excavation. Therefore, consistent with existing conditions, future projects that may occur within the Tahoe Valley plan area are subject to subsequent environmental review and permitting by the City and/or TRPA, which would require the project applicant to demonstrate compliance with Chapter 33 of the TRPA Code and the protection of groundwater. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**98. Will the Project result in change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)**

See discussions and analyses for Questions 95 through 97 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**99. Will the Project result in substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)**

See discussion and analysis in Question 95 above and analyses in Questions 156 and 164 below which conclude that potential impact of development and redevelopment within the Tahoe Region on the availability of public water supplies, including development within the Tahoe Valley plan area, would have a **less than significant** impact

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**100. Will the Project 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? (TRPA 3i)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from the RPU EIS. (TRPA 2012a, p. 3.14-13 to 3.14-14.) Also see discussion and analysis for Question 91 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**101. Will the Project result in potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)**

See discussions and analyses for Questions 95 through 97 above.

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 7.15 of the City Code) would continue to be required for all properties within the Tahoe Valley Area Plan. The Tahoe Valley Area Plan Amendments would not result in discharges to surface waters or alteration of surface water quality. As discussed in detail above, however, where active hazardous materials release sites are located (See Question 72, **Table 26**) there is the potential for surface water infiltration associated with BMPs to disturb and/or distribute the pollutants further prior to remediation. Potential water quality impacts relating to identified active release sites set forth above in Question 82 will be **less than significant** after mitigation.

Environmental Analysis: *Less than Significant Impact after Mitigation*.

Required Mitigation: **MM HYD-1, MM HYD-2, MM HAZ-1 and MM HAZ-2.**

**102. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)**

Sources of drinking water are located within 600 feet of the project area, however, the Tahoe Valley Area Plan Amendments would not alter or revise the regulations pertaining to source water protection and is therefore consistent with the goals of the Regional Plan and the RPU EIS. Chapter 60 of the TRPA Code includes protections for drinking water sources. Specifically, Section 60.3.3.C.1 of the TRPA Code identifies a Source Water Protection Zone that includes a 600-foot radius around wells, lake intakes, and springs assessed by TRPA. Into total, TRPA's Source Water Assessment Map identifies 12 active wells located in the boundary of the Tahoe Valley Area Plan All development within Source Water Protection Zones is subject to the requirements of Section 60.3.3.D, including installation of water quality BMPs and development of a spill control plan. Any subsequent projects allowed within the Tahoe Valley plan area would be subject to permitting by the City and/or TRPA. 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: *Less than Significant Impact.*

Required Mitigation: **None.**

## 5.4.12 Land Use and Planning

This section presents the analyses for potential impacts to land use and planning. **Table 29** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 29: Land Use and Planning**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 103. Physically divide an established community? (CEQA Xa) | | | | **X** |
| 104. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA Xb) | | | **X** | |
| 105. Conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc) | | | | **X** |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 106. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a) | | | | **X** |
| 107. Expand or intensify an existing non-conforming use? (TRPA 8b) | **X, LTS** | | | |

### 103. Would the Project physically divide an established community? (CEQA Xa)

Division of an established community commonly occurs as a result of development and construction of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings could effectively split a

community. Likewise, geographic features could similarly affect the community, such as the development of a large residential project on the opposite side of a river from the existing community. The Tahoe Valley Area Plan Amendments would not include any features that would have the potential to divide the community. Moreover, the Tahoe Valley Area Plan would include planned improvements along US 50 and SR 89, including signalization upgrades, specific roadway, pedestrian, and bicycle facility improvements which would have a net benefit to circulation within the Tahoe Valley plan area, providing for greater connectivity between land uses and between the Tahoe Valley plan area and the rest of the south shore community.

Tahoe Valley Area Plan Amendments would not include any features that would have the potential to divide the community. Furthermore, by allowing for circulation to travel more than one route through the area plan, interconnectivity between land uses is increased rather than impeded. As such, the proposed Tahoe Valley Area Plan Amendments would result in a **beneficial impact**.

Environmental Analysis: *No Impact*.

Required Mitigation: **None.**

**104. Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA Xb)**

The Tahoe Valley Area Plan Amendments proposes to amend the Area Plan boundary, Town Center Overlay boundary as follows (see Figure 3):

- Incorporate seven parcels abutting Melba Avenue into the area plan and Town Center Overlay for the purposes of incentivizing high-density housing.. The parcels are a mix of privately owned vacant and developed multi-family parcels totaling approximately 5.2 acres in size. One parcel is public owned and is currently vacant. The parcels are located in Plan Area Statement (PAS) 114 Special Area #1, and are zoned residential and designated as high-density residential in the City General Plan. The parcels would be rezoned as Town Center Gateway District and added to the Town Center overlay.
- Incorporate one tourist accommodation developed parcel located at 1220 Emerald Bay Road (APN 032-151-002) into the area plan and Town Center Overlay and rezone the property from PAS 114, Special Area #1 residential to Town Center Gateway District. The approximately one acre parcel is designated high-density residential in the City General Plan.
- Incorporate 15 parcels located between James Avenue and Eloise Avenue into the Town Center and rezone the parcels from PAS 111 Special Area #2, residential to Town Center Neighborhood Professional for the purpose of incentivizing high-density housing and redevelopment of existing commercial properties. The parcels include a mix of multi-family, commercial, and public service uses. The parcels are designated high-density residential in the City General Plan.
- Amend the Town Center Core District to incorporate one parcel located at 1080 Emerald Bay Road (APN 023-081-011), immediately south of the Raley's Shopping Center, for the development of high-density housing by allowing an increase in height from 36 feet to 42 feet. The parcel is currently zoned Town Center Gateway District.
- Incorporate 19 residential parcels located south of the Tahoe Valley Area Plan and between Emerald Bay Road and Bonanza Avenue into the area plan and create a new Residential (Emerald

Bay Connection Corridor) District to promote high-density housing. The parcels are currently located in PAS 114, Special Area #1, residential. The proposed amendment would not substantially change the use list but would allow an increase in density from 15 units per acre to 25 units per acre. The parcels are primarily private undeveloped parcels with two properties operating as active mobile home parks. The area is designated High-Density Residential and Low-Density Residential in the City General Plan.

Pursuant to Chapter 13 of the TRPA Code (Section 13.5.3.G), modifications to a Town Center Overlay boundary to incorporate an undeveloped parcel are permitted if they comply with the following:

1. At least three sides of the parcel to be included are adjacent to developed parcels.

2. Properties included in a Town Center are less than ¼ mile from existing commercial and Public Service uses.

3. Properties included in a Town Center shall encourage and facilitate the use of existing or planned transit stops and transit system.

The parcels along Melba Avenue in the south and adjacent to James and Eloise Avenues in the north are generally surrounded by development on at least three sides given the predominance of development along the US Highway 50 corridor. The Melba Avenue parcels are located directly adjacent to the existing Town Center Gateway District and are immediately adjacent to commercial establishments fronting US Highway 50 including Ernie's Coffee Shop and Blue Granite Climbing Gym and tourist accommodation units such as the High Country Lodge. The James and Eloise Avenue parcels are immediately adjacent to commercial establishments fronting US Highway 50 including O'Reilly Auto Parts, several restaurants, and other general retail establishments. Each of the proposed Town Center parcels are close to existing transit facilities at the "Y" intersection or walkways and trails located along US Highway 50. The proposed modification is consistent with Regional Plan and General Plan land use and housing policies to create additional housing choices in the Tahoe Valley area, and to locate future growth in Town Centers and within close proximity to commercial uses, public services, employment centers, transit service, and bike and pedestrian infrastructure. Development of any future multi-family housing would be subject to TRPA's growth management system requiring the allocation of residential bonus units. Moreover, the development of multi-family housing within close proximity to a service and employment center is consistent with existing land use and sustainability policies and strategies to reduce vehicle miles travelled, daily vehicle trips ends, and greenhouse gas emissions.

The incorporation of the parcels listed above into the TRPA Town Center Overlay would not conflict with a plan or regulation adopted to avoid or reduce environmental impacts. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**105. Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc)**

The Tahoe Valley Area Plan Amendments does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist for the project area. Thus, there would be **no impact**.

Environmental Analysis: *No Impact*.

Required Mitigation: **None.**

**106. Will the Project include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)**

The Tahoe Valley Area Plan Amendments proposes modifications to the land use mix of the parcels that will be moved from Plan Area Statement 111, Special Area #2 and Plan Area Statement 114, Special Area #1 to improve the concentration and the mixing of commercial, tourist and residential uses. These adjustments to the permissible use list would result in permitting uses that are currently prohibited in those portions of plan areas 111 and 114. The amendments also modify the permissible uses and allowable densities in existing Districts. The modifications are outlined in Tables 3 through 9 in Chapter 2 and are summarized in Table 2.

The modifications promote an expansion of the current land use pattern that allows for residential uses in close proximity to commercial and employment centers and the mixing of residential, commercial, and tourist uses to promote live/work units as part of a mixed-use project, thus increasing housing options in the Tahoe Valley plan area and providing opportunities to live near potential employers and services.

The modifications to the uses are intended to make the Tahoe Valley Area Plan consistent with the types of uses envisioned for areas designated as "Mixed-Use" by the TRPA Regional Plan and "Town Center" by the City General Plan. Areas with these designations are intended to provide a mix of commercial, public services, light industrial, office, and residential uses in a concentrated, higher density land use pattern for public convenience, and enhanced sustainability. The proposed uses and higher densities are consistent with the types of uses envisioned for these areas, thus would not result in any land use inconsistency. The expansion of the applicability of some uses to other areas of the Tahoe Valley plan area is not expected to have any significant impact because the proposed uses would be consistent with the uses envisioned in the Regional Plan and General Plan designated Town Centers.

The more concentrated land use pattern is expected to reduce automobile reliance, reduce emissions, and increase feasibility of transit, decrease environmental impacts, and increase the availability of housing in close proximity to employment and commercial service. The Tahoe Valley Area Plan includes provisions to concentrate development in the Town Center which would result in greater opportunity for alternative transportation options, reduced VMT, reduce air pollutant emissions, increase preservation and restoration of open space as a result of transfer of development. Furthermore, any subsequent projects allowed within the Tahoe Valley Area Plan would be subject to permitting by the City and/or TRPA. 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, etc. Thus this impact is considered **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**

**107. Will the Project expand or intensify an existing non-conforming use? (TRPA 8b)**

The amendments would expand the existing Town Center Neighborhood Professional District to include 15 existing parcels located in Plan Area 111, Special Area #2 and the Town Center Gateway District to include 7 existing parcels located in Plan Area 114, Special Area #1. The amendment area of Plan Area 111 currently contains a number of professional office land uses (e.g., 965 Tahoe Keys and 2265 Eloise - Realty

World) and membership organizations (e.g., South Tahoe Association of Realtors) that are non-conforming uses in Special Area #2. The amendment area of Plan Area 114 currently contains a number of land uses that conform to the permissible uses in Special Area #1. The reason for the boundary amendment here is that many of these parcels are large and contain aging residential uses. Should they be redeveloped in the future, there will be opportunity to take advantage of additional coverage and density to provide more housing units. Consistent with the policies of the Regional Plan and General Plan, promoting the concentration and mixing of uses, the Tahoe Valley Area Plan amendments would change the permissible use list for these two areas to allow existing non-residential uses (professional office, membership organizations, storage) in the former special areas of residential plan areas.

The changes to the permissible use list would make existing non-residential uses a conforming use and allow for new residential uses (i.e., employee housing and multi-person dwelling) at higher densities. However, as discussed above, the adjustment to the land use mix is in line with the policies of the Regional Plan and General Plan, promoting the concentration of and mixing of uses within close proximity to service and employment centers such as Tahoe Valley. The proposed land use changes promote the concentration of multi-residential uses and single-family live/work units within close proximity to the town center, thus reducing the need for vehicle trips and reducing air pollutant emissions. Development of residential units would continue to be subject to the TRPA growth management and allocation system and must meet the requirements of the City building and design standards for parking, setbacks and noise attenuation. Therefore, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

### 5.4.13 Mineral Resources (CEQA) and Natural Resources (TRPA)

This section presents the analyses for potential impacts to mineral resources and natural resources. **Table 30** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 30: Mineral Resources and Natural Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 108.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? (CEQA XIa) | | | | **X** |
| 109.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? (CEQA XIb) | | | | **X** |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 110.A substantial increase in the rate of use of any natural resources? (TRPA 9a) | | | | **X** |
| 111.Substantial depletion of any non-renewable natural resource? (TRPA 9b) | | | | **X** |

**108. 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? (CEQA XIa)**

There are no mapped mineral resources within the Tahoe Valley plan area, nor does the City General Plan, nor any specific plan or other plan, such as the TRPA Regional Plan and Plan Area Statement, identify any sites within the Tahoe Valley plan area as an important mineral recovery site. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**109. 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? (CEQA XIb)**

See discussion and analysis for Question 108 above, concluding **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**110. Will the Project result in a substantial increase in the rate of use of any natural resources? (TRPA 9a)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from the RPU EIS. (TRPA 2012a, 5-3.)

The use of natural resources, such as construction wood or metals, or gasoline would increase incrementally as more commercial, tourist, and residential developments are constructed as envisioned in the Tahoe Valley Area Plan. The RPU EIS (TRPA 2012a, p. 5-3) acknowledged the potential increase in the use of natural resources resulting from increased development and redevelopment within the Tahoe Region, however any project permitted through the Tahoe Valley Area Plan would be subject to project level environmental review and site-specific mitigation measures if necessary. 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. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**111. Will the Project result in a substantial depletion of any non-renewable natural resource? (TRPA 9b)**

Non-renewable natural resources such as gasoline and diesel would be consumed during the construction of development projects; however, the potential for new development would be limited through restrictions to TRPA regulated commodities (see project description) such as commercial floor area, residential allocations and tourist accommodation units. Because construction would be limited and would not require quantities of non- renewable resources beyond those of typical residential and commercial construction, projects associated with the Tahoe Valley Area Plan would not result in substantial depletion of any non-renewable natural resource. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

### 5.4.14 Noise

This section presents the analyses for potential impacts related to noise. **Table 31** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 31**
**Noise**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 112. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (CEQA XIIa) | | | **X** | |
| 113. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIb) | | | **X** | |
| 114. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIc) | | | **X** | |
| 115. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIId) | | | **X** | |
| 116. 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 expose people residing or working in the project area to excessive noise levels? (CEQA XIIe) | | | **X** | |
| 117. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIf) | | | | **X** |

| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
|---|---|---|---|---|
| 118. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a) | | | | **X** |
| 119. Exposure of people to severe noise levels? (TRPA 6b) | | | | **X** |
| 120. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c) | | | | **X** |

**112. Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (CEQA XIIa)**

This potential effect is the same as those analyzed in the General Plan Update, and therefore the analysis is tiered from and is consistent with the General Plan EIR. (CSLT 2010, Chapter 4.6.)

The potential for noise conflicts from development, including construction of additional residential, commercial floor area, industrial facilities, recreational facilities, and infrastructure such as roadway improvements, water and sewer lines that is expected to occur under the Tahoe Valley Area Plan amendments, includes conflicts as a result of adjacent land uses and their operational aspects. Parcels located along Melba Drive are currently within Plan Area 114 which has a maximum community noise equivalent level of 50 CNEL for areas outside of the US Highway 50 corridor (which has a 65 CNEL limit). These parcels would be added to the Town Center Gateway District, which has a 65 CNEL limit for all locations within the District. The Tahoe Valley Area Plan addresses these potential conflicts through the land use designation, zoning identification, and development standard process, however, the potential exists for some development allowed under amended land use designations and zoning to have operational aspects that could create noise impacts on other adjacent land uses. Thus, the Tahoe Valley Area Plan incorporates noise protection policies to maintain the CNEL standards, to mitigate new transportation noise sources, to require acoustical analysis during project review, to mitigate ground-borne vibration, and to ensure land use compatibility through appropriate site design. The Tahoe Valley Area Plan noise policies are:

- Poly HNS-2.1, Maximum Community Noise Equivalent Level
- Policy HNS-2.2, Transportation Noise
- Policy HNS-2.3, Project Review
- Policy HNS-2.4, Construction Noise
- Policy HNS-2.5, Land Use Compatibility

In addition, this potential effect is the same as that analyzed in the City General Plan DEIR (CSLT 2010, p. 4.6-24 to 4.6-27) in Impact 4.6.1, and therefore this analysis tiers from and is consistent with the DEIR. The DEIR concluded that application of the General Plan (CSLT 2011a, p. HS-9 through HS-13) noise policies was adequate to mitigate any potential noise impacts. The City's noise policies provide expanded protection for ambient conditions, which are designed toward eliminating 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 in evaluating noise impacts and for identification of 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

It should also be noted that existing noise standards set forth in Chapter 68 of the TRPA Code of Ordinances are applicable to any future development in the Tahoe Valley area. Thus, application of the Tahoe Valley Area Plan and General Plan noise policies and Chapter 68 of the TRPA Code of Ordinances would reduce this impact to a **less than significant** level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**113. Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIb)**

The effects of ground-borne vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. The effects of ground-borne vibration are influenced by the duration of the vibration 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 the evaluation of 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) to 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 in excess of 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 to occur within the amended Tahoe Valley plan area resulting in ground-borne vibration. However, the Tahoe Valley Area Plan incorporates Policy HNS-2.4

requiring 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. The analysis will address the potential for adverse vibration levels based on the criteria contained in **Table 32** 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). Thus, this impact is **less than significant**.

**Table 32**
**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 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 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*

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 Policy HSN-2.4 and TRPA standard conditions of approval to reduce ground-borne vibration; thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**114. Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIc)**

See discussion and analysis for Question 112 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation**: None**

**115. Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIId)**

See discussion and analysis for Question 112 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**116. 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 expose people residing or working in the project area to excessive noise levels? (CEQA XIIe)**

Helicopter Noise Associated with Barton Hospital

Helicopter noise occurs due to emergency operations associated with the day-to-day operations of Barton Hospital. Section 68.9 (Exemptions to Noise Limitations) in Chapter 68 of the TRPA Code of Ordinances provides exemptions from noise limitations for activities associated with emergency work to protect life or property. In addition, the project does not result in an increase in these noise levels when compared to CEQA standards.

**Table 33**
**Significance of Changes in Noise Exposure (Based Upon CEQA)**

| Ambient Noise Level Without Project, CNEL/$L_{dn}$ | Increase Required for Significant Impact |
|---|---|
| <60 dB | +5.0 dB or more |
| 60-65 dB | +3.0 dB or more |
| >65 dB | +1.5 dB or more |

*Source: Federal Interagency Committee on Noise (FICON)*

Lake Tahoe Airport

Pursuant to the City Code Chapter 2.65.100, the Lake Tahoe Airport is closed to all operations between the hours of 8:00 p.m. and 8:00 a.m., except for emergency and mercy flights, military and government owned aircraft, and aircraft operations that will not result in a Single Event Noise Exposure Level reading exceeding 77.1. Thus, no nighttime noise impacts are expected from airport operations. In addition, consistent with General Plan Policy HS-8.8, the City requires all projects located in the airport flight safety overlay zone to comply with the Lake Tahoe Airport Comprehensive Land Use Plan. Concurrently,

General Plan Policy HS 8.9 and City Code Chapter 6.55.200, requires all new residential projects within the Lake Tahoe Airport's 55 dB and 60 dB CNEL contours, as defined in the Lake Tahoe Airport Land Use Compatibility Plan, to be designed to limit intruding noise such that the interior noise levels shall not exceed 45 dB CNEL in any habitable room. If the 45 dB CNEL standard is only achieved with the windows and doors in the closed position, a mechanical air exchange will need to be provided as a part of the project design. Future projects within the amended Tahoe Valley Area Plan would also comply with the General Plan and TRPA policies and standards, and so this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**117. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIf)**

The project area is not within the vicinity of a private airstrip and therefore does not expose people working in the project area to excessive noise levels from aircrafts. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**118. Would the Project result in increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)**

See discussion and analysis for Question 112 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**119. Would the Project result in exposure of people to severe noise levels? (TRPA 6b)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from and is consistent with the RPU EIS. (TRPA 2012a, p. 3.6-11.)

Increased Traffic Noise

Based upon a comparison of **Tables 34** and **35** prepared for the 2015 Tahoe Valley Area Plan IS/IEC, Area Plan buildout will result in an increase in traffic noise levels between 0 dB and 1 dB CNEL. Amendment of the Area Plan boundary would not result in a measurable increase to the predicted CNEL levels given the small size of the expanded boundary. This is not considered to be a significant increase in noise levels under CEQA. Projects would be required to comply with the Tahoe Valley Area Plan CNEL noise standards and policies to reduce excessive transportation noise levels and other provisions of Chapter 68 of the TRPA Code of Ordinances including Section 68.8.3 that requires major roadway projects on roadway segments that are not meeting CNEL standards to incorporate noise mitigating design features. Furthermore, as analyzed in Section 6.4.18, Transportation, the implementation of the 2015 Tahoe Valley Area Plan would reduce region-wide vehicle miles traveled (VMT) by 10,702 below the region-wide modeled total of 1,932,441 (see discussion and analyses for Question 142 below). In addition, planned improvements associated with pedestrian, bicycling, and transit improvements are further expected to reduce vehicle trips, thereby reducing overall noise levels associated with traffic. Thus, people would not be exposed to severe

noise levels.

**Table 34**
**Predicted Existing No Project and Existing plus 2015 Tahoe Valley Area Plan Traffic Noise Levels**

| Roadway | Segment | Traffic Noise Levels (CNEL, dB) | | | | Distance to Noise Level Contours (feet) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (feet) | 2014 No Project | 2014 + ALT 3 | Δ Change | 2014 No Project (CNEL, dB) | | | 2014 + Proposed Tahoe Valley Area Plan (CNEL, dB) | | |
| | | | | | | 65 | 60 | 55 | 65 | 60 | 55 |
| Lake Tahoe Blvd | SR 89/US 50 to Julie Lane | 100 | 61 | 61 | 0 | 56 | 121 | 260 | 57 | 123 | 265 |
| US 50 | Lake Tahoe Blvd to 3rd Street | 100 | 66 | 66 | 0 | 113 | 244 | 525 | 114 | 245 | 528 |
| US 50 | 3rd St to Tahoe Keys Blvd | 100 | 66 | 66 | 0 | 116 | 251 | 541 | 119 | 256 | 552 |
| US 50 | Tahoe Keys Blvd to River Drive | 100 | 66 | 67 | 1 | 126 | 271 | 584 | 128 | 275 | 592 |
| SR 89 | US 50 to 10th St | 100 | 60 | 60 | 0 | 46 | 100 | 216 | 47 | 101 | 218 |
| SR 89 | US 50 to E St | 100 | 64 | 64 | 0 | 81 | 173 | 374 | 81 | 175 | 377 |
| 3rd St | US 50 to Washington Ave | 100 | 53 | 54 | 1 | 17 | 37 | 79 | 17 | 37 | 80 |
| 3rd St | US 50 to South Ave | 100 | 50 | 51 | 1 | 10 | 22 | 48 | 12 | 25 | 54 |
| Tahoe Keys Blvd | US 50 to Eloise Ave | 100 | 57 | 57 | 0 | 31 | 66 | 143 | 31 | 67 | 144 |
| Tahoe Keys Blvd | South of US 50 into Parking Area | 100 | 37 | 37 | 0 | 1 | 3 | 6 | 1 | 3 | 6 |

[1] Distances to traffic noise contours are measured in feet from the centerlines of the Roadways.
[2] Traffic noise levels do not account for shielding from existing noise barriers or intervening structures. Traffic noise levels may vary depending on actual setback distances and localized shielding.
*Source: LSC Transportation Consultants, Inc. and JC Brennan & Associates*

**Table 35**
**Predicted 2035 No Project and 2035 plus 2015 Tahoe Valley Area Plan Traffic Noise Levels**

| Roadway | Segment | Traffic Noise Levels (CNEL, dB) | | | | Distance to Noise Level Contours (feet) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Distance (feet) | 2035 No Project | 2035 + Proposed Tahoe Valley Area Plan | Δ Change | 2035 No Project (CNEL, dB) | | | 2035 + Proposed Tahoe Valley Area Plan (CNEL, dB) | | |
| | | | | | | 65 | 60 | 55 | 65 | 60 | 55 |
| Lake Tahoe Blvd | SR 89/US 50 to Julie Lane | 100 | 62 | 62 | 0 | 65 | 139 | 300 | 66 | 141 | 305 |
| US 50 | Lake Tahoe Blvd to 3rd Street | 100 | 66 | 66 | 0 | 123 | 264 | 569 | 123 | 266 | 573 |
| US 50 | 3rd St to Tahoe Keys Blvd | 100 | 67 | 67 | 0 | 126 | 271 | 584 | 128 | 276 | 595 |
| US 50 | Tahoe Keys Blvd to River Drive | 100 | 67 | 67 | 0 | 135 | 291 | 628 | 137 | 295 | 635 |
| SR 89 | US 50 to 10th St | 100 | 60 | 60 | 0 | 48 | 104 | 223 | 49 | 105 | 226 |
| SR 89 | US 50 to E St | 100 | 64 | 64 | 0 | 82 | 176 | 380 | 83 | 178 | 384 |
| 3rd St | US 50 to Washington Ave | 100 | 53 | 54 | 1 | 17 | 37 | 79 | 17 | 37 | 80 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3rd St | US 50 to South Ave | 100 | 50 | 51 | 1 | 10 | 22 | 48 | 12 | 25 | 54 |
| Tahoe Keys Blvd | US 50 to Eloise Ave | 100 | 57 | 57 | 0 | 31 | 68 | 145 | 31 | 68 | 146 |
| Tahoe Keys Blvd | South of US 50 into Parking Area | 100 | 37 | 37 | 0 | 1 | 3 | 6 | 1 | 3 | 6 |

[1] Distances to traffic noise contours are measured in feet from the centerlines of the Roadways.
[2] Traffic noise levels do not account for shielding from existing noise barriers or intervening structures. Traffic noise levels may vary depending on actual setback distances and localized shielding.
*Source: LSC Transportation Consultants, Inc. and JC Brennan & Associates*

Increased Noise from Additional Light Industrial, Public Service and Commercial Uses

The Tahoe Valley Area Plan could include development of additional commercial or light industrial uses that contain noise sources, but it is not expected to exceed the Tahoe Valley Area Plan's noise level standards of 55dB and 65dB. The Tahoe Valley Area Plan incorporates two noise protection policies. Policy HNS-2.3 requires acoustical analysis as part of the environmental review process for when noise-sensitive land uses are proposed, and Policy HNS-2.5 requires the incorporation of noise reducing measures on a project specific basis. Such measure may include but are not limited to:

- Construction of barriers, berms, and/or acoustical shielding;
- Establishment of setbacks;
- Noise reducing acoustical treatment; or
- Use of building layout.

Additional policies in the General Plan would also be applicable to future development in the Tahoe Valley plan area. General Plan Policy HS-8.1 requires that annoying and excessive non-transportation noise not exceed the exterior noise level standards shown in Table HS-1 of the General Plan. In addition, Policy HS-8.2 requires appropriate mitigation to be incorporated in a project's design to achieve the noise standards. City site design standards also require projects (industrial and stationary sources) that may potentially exceed a plan area noise standard to include a noise analysis as part of the environmental review process and incorporate design features and self-monitoring components to ensure compliance with noise standards.

Application of the Tahoe Valley Area Plan and General Plan policies would ensure that people would not be exposed to severe noise levels.

Construction Noise

Construction activities are expected to occur within the Tahoe Valley plan area. Construction activities associated with new development and redevelopment include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA Lmax at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA Lmax at 50 feet) may be required. This noise increase would be of short duration and would likely occur primarily during daytime hours. Construction noise impacts are not considered significant under CEQA if the construction activity is temporary, the use of heavy equipment and noise activities is limited to daytime

hours, and all feasible noise abatement measures are used for noise-producing equipment. All construction activities are not considered to be adverse noise sources as long as construction occurs between the hours of 8:00 a.m. and 6:30 p.m. pursuant to Chapter 68 Noise Limitations, of the TRPA Code of Ordinances. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**120. Will the Project result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)**

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, Chapter 3.6.)

Single-event noise standards are set for in Section 68.3.1 of the TRPA Code for aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. The Regional Plan also sets forth single event numerical standards as set forth in **Table 36**.

**Table 36.**
**Single Event Numerical Noise Standards**

| Source | Overall | Less than 35 Mph | Greater than 35 MPH | Monitoring Distances |
|---|---|---|---|---|
| Aircraft | 80 | -- | -- | 6,500m – start of takeoff roll<br>2,000m – runway threshold approach |
| | 77.1[2] | -- | -- | 6,500m – start of takeoff roll<br>2,000m – runway threshold approach |
| Watercrafts | | | | |
| 1. Pass-By Test | 82 $L_{max}$ | - | - | 50 ft. – engine at 3,000 rpm |
| 2. Shoreline Test | 75 $L_{max}$ | - | - | Microphone 5 ft. above water, 2 ft, above curve of shore, dock or platform. Watercraft in Lake, no minimum distance. |
| 3. Stationary Test | 88 dBA $L_{max}$ for boats manufactured before January 1, 1993<br>90 dBA $L_{max}$ for boats manufactured after January 1, 1993 | - | - | Microphone 3.3 ft. from exhaust outlet – 5 ft. above water |
| Motor Vehicles<br>*Less than 6,000 GVW* | -- | 76 | 82 | 50 ft. |
| *Greater than 6,000 GVW* | -- | 82 | 86 | 50 ft. |
| Motorcycles | -- | 77 | 86 | 50 ft. |
| Off-road Vehicles | -- | 72 | 86 | 50 ft. |
| Snowmobiles | -- | 82 | -- | 50 ft. |

[2] *Between the hours of 8:00 p.m. and 8:00 a.m.*

The TRPA Regional Plan Goals and Policies also contain applicable goals and policies in the Noise Subelement, as described below:

- **Goal N-1: Single Event Noise Standards Shall Be Attained and Maintained.** People can be annoyed by a specific noise source. Thresholds have been adopted that apply to aircraft, boats, motor vehicles, off-road vehicles, and snowmobiles to reduce impacts associated with single noise events.

- **Policy N-1.1.** Unless superseded by an update to the 1996 Airport Master Plan, an ordinance and enforcement program shall permit only aircraft that meet the single event noise thresholds to use the airport.

- **Policy N-1.2.** Boats will only be allowed on Lake Tahoe if in compliance with the single-event threshold.

- **Policy N-1.3.** Motor vehicles and motorcycles shall comply with the appropriate noise thresholds.

- **Policy N-1.4.** Off-road vehicle use is prohibited in the Lake Tahoe Region except on specified roads, trails, or designated areas where the impacts can be mitigated.

- **Policy N-1.5.** The use of snowmobiles will be restricted to designated areas.

- **Policy N-1.6.** Permit uses only if they are consistent with the noise standards. Noise mitigation measures may be required on all structures containing uses that would otherwise adversely impact the prescribed noise levels.

Development within the Tahoe Valley Area Plan could involve uses that include these types of motorized vehicles. As is the case under existing conditions, new uses involving over-snow or other vehicles would be required to meet the TRPA Code provisions pertaining to single-event noise. Thus, this impact would be **less than significant**.

With respect to possible single event noise arising from construction, see discussion and analyses for Questions 112, 113 and 118.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

### 5.4.15 Population and Housing

This section presents the analyses for potential impacts to population and housing. **Table 37** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 37**
**Population and Housing**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 121. Induce substantial 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)? (CEQA XIIIa) | | | **X** | |
| 122. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb) | | | **X** | |
| 123. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 124. Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a) | | | | **X** |
| 125. Include or result in the temporary or permanent displacement of residents? (TRPA 11b) | | | | **X** |

| | | | | |
|---|---|---|---|---|
| 126. Affect existing housing, or create a demand for additional housing?<br>To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions: (1) Will the proposal decrease the amount of housing in the Tahoe Region? (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? (TRPA 12a) | | | | **X** |
| 127. Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA 12b) | | | | **X** |

**121. Would the Project induce substantial 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)? (CEQA XIIIa)**

This potential effect is the same as those analyzed in the City General Plan EIR and therefore this analysis tiers from the General Plan EIR (CSLT 2010, p. 4.2-12).

The Tahoe Valley Area Plan Amendments may result in an increase in dwelling units and CFA within the boundaries of the area plan as a result of demolition and construction of land uses. As documented in 2015 for the initial Area Plan adoption, the Tahoe Valley Area Plan is expected to result in 373 dwelling units (approximately 932 new residents) as well as 102,000 square feet of CFA transferred to the Tahoe Valley Area Plan (approximately 204 full-time equivalent employees) by the year 2034. The rate of growth is assumed to occur over 20 years as a result of residential allocations assignments, bonus unit assignments, conversion of tourist accommodation units, and transfer of existing development to the Tahoe Valley Area Plan. At build out, the 2015 Tahoe Valley Area Plan predicted the construction of 97 affordable residential units and 276 market rate units. Since adoption, the Sugar Pine Village affordable housing project was approved and will eventually construct 248 affordable housing units. The affordable units require a bonus unit assignment from TRPA which currently has approximately 950 available through 2032. The market rate units would require a residential allocation from the approximately 1,650 allocations currently remaining and forecasted to be constructed through the year 2045. Conversion of use and transfer of existing development into residential units of use are not considered additional growth by the TRPA Code of Ordinances.

The Tahoe Valley Area Plan would implement the 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 (CSLT 2010, p. 4.2-12). The TRPA Regional Plan and the City General Plan would result in changes to the overall density and distribution of the region's population and gradually increase the density of the population within

centers such as the Tahoe Valley plan area and simultaneously phase out lower-density uses outside these 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, 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 Tahoe Valley 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. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**122. Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb)**

The Project does not displace housing or necessitate the construction of replacement housing elsewhere but rather incentivizes the transfer of existing residential uses located in sensitive land or distant from community centers to transfer to community mixed-use centers. The intent of the plan is promote higher density residential uses within the mixed-use centers to promote walkability and feasibility of alternative transportation options and adhere to statutory requirements of the Sustainable Communities Strategy to reduce passenger vehicle-related greenhouse gas emission in California. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**123. Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc)**

See discussions and analyses for Questions 121 and 122 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**124. Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)**

See discussions and analyses for Questions 121 and 122 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**125. Will the Project include or result in the temporary or permanent displacement of residents? (TRPA 11b)**

See discussions and analyses for Questions 121 and 122 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**126. Will the Project affect existing housing, or create a demand for additional housing?**

**(1) Will the proposal decrease the amount of housing in the Tahoe Region? (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? (TRPA 12a)**

(1) The vision for the Tahoe Valley Area Plan is a central destination that provides full services for tourists and permanent residents. The potential development and redevelopment associated with the Tahoe Valley Area Plan is anticipated to create an increase in temporary and permanent jobs, which would result in a commensurate increase in the demand for housing.

The amount and timing of additional housing units within the Region and similarly the Tahoe Valley plan area is limited by TRPA's existing growth management provisions. The TRPA Code provides incentives for the development of affordable and moderate-income housing, as discussed below under Item 2. Also, the creation of workforce and affordable housing is a priority of the City of South Lake Tahoe. The Housing Element of the City's General Plan includes several goals and actions related to increasing housing opportunities within the City, including affordable housing units at Lake Tahoe (Goal HE-1 and Goal HE-2, CLST 2011). The City has programs in place to facilitate housing including reserving one-third of its annual allocation for multi-residential projects, collaborating with TRPA to convert illegal mother-in-law units to legal accessory dwelling units, and when funding is available supporting the First-Time Homebuyer and Moderate- Income Homebuyers Programs. The City also collaborates with TRPA and other local jurisdictions on the Living Working Group and implementing policies that are called for in TRPA's Goals and Policies (TRPA, 2012d, p. A5-1). Implementation of the Tahoe Valley Area Plan would not result in a decrease in the amount of housing available in the Tahoe Region, but would rather result in more housing options available for residents of the Tahoe Basin due to propose changes to require a minimum multi-family density, and standards that prohibit the replacement of existing housing with vacation homes within the area plan.

(2) This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore tiers from the RPU EIS. (TRPA 2012a, 3.12-8 to 3.12-13.)

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The total RHNA allocation for the projection period from January 1, 2006 to June 30, 2013 was a total of 218 units from very low to above moderate units (CSLT 2011, p. HE-53). The City met its obligation of 291 units for the 2006-2013 projection period. The total RHNA allocation for the June 2014-June 2022 projection period is 336 units. During this cycle, the City provided 408 housing units towards the RHNA obligation. The City recently adopted (June 2022) an updated Housing Element to provide direction on addressing housing issues and the RHNA allocation. The total RHNA allocations from

2022 through 2027 is 289 units. At this time (March 2024), 230 units have been permitted.

Additionally, Regional Plan Policy HS-1.2 requires local governments to assume their "fair share" of the responsibility to provide low and very low-income housing. The TRPA Code also provides incentives for the development of affordable and moderate-income housing, including increased density (Section 31.4.1 of the TRPA Code), height (Section 37.5.5 of the TRPA Code), and exemption from residential allocation requirements (Section 52.3.4 of the TRPA Code). Finally, in accordance with Regional Plan Goal HS-3 and Policy HS-3.1 (TRPA 2012d), TRPA is required to develop and implement a Regional Housing Needs Program. The Housing Needs Program will evaluate progress towards the adopted housing goals and recommend policy and ordinance changes necessary to achieve those goals. Changes may include, but are not limited to, the conversion of residential allocations to bonus units that would be available only for the construction of affordable and/or moderate-income housing, the creation of new bonus units for affordable housing and modification of development standards to promote housing affordability.

Additionally, the following Policies in the Tahoe Valley Area Plan will promote housing affordability:

**Policy LU-2.11** designates the Tahoe Valley as a primary area in the City for resident-serving commercial uses, workforce housing and affordable housing. Furthermore, the policy encourages transforming the area into a contemporary, pedestrian-oriented, mixed-use, commercial service district served by a transit center and alternate transportation opportunities.

**Policy LU-5.1 – Town Center Core** Create a compact, mixed-use, vibrant Town Center Core district focused on the "Y" intersection that includes resident-serving commercial uses, retail and entertainment uses, and workforce and affordable housing.

**Policy H-1.1 – Housing Options** Provide for a range of housing options that include affordable, moderate-income, and workforce housing so that people can live and work in the City.

**Policy H-1.7 – Tahoe Livable Communities Program** Collaborate and support efforts of the California Tahoe Conservancy to remove blighted properties and repurpose associated development commodities. Encourage the use of residential commodities for affordable housing in Tahoe Valley area.

**Policy H-1.8 – Regional Housing Needs Assessment** Collaborate with TRPA on the Regional Housing Needs Assessment to develop updated policies and implementation strategies to remove barriers and facilitate the development of affordable housing. Regional housing policies and programs should complement and not conflict with or duplicate state or local housing policies and programs.

For these reasons implementation of the Tahoe Valley Area Plan and other housing programs implemented on a regional scale is likely to increase the number of affordable units within the Tahoe region. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**127. Will the Project result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)**

See discussion and analysis for Question 126 above, concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

### 5.4.16 Public Services

This section presents the analyses for potential impacts to public services. **Table 38** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 38**
**Public Services**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 128. 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: | | | | |
| Fire protection? | | | **X** | |
| Police protection? | | | **X** | |
| Schools? | | | **X** | |
| Parks? | | | **X** | |
| Other public facilities? (CEQA XIVa) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 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? | | | | |
| 129. Fire protection? (TRPA 14a) | | | | **X** |
| 130. Police protection? (TRPA 14b) | | | | **X** |

| | | | | |
|---|---|---|---|---|
| 131. Schools? (TRPA 14c) | | | | **X** |
| 132. Parks or other recreational facilities? (TRPA 14d) | | | | **X** |
| 133. Maintenance of public facilities, including roads? (TRPA 14e) | | | | **X** |
| 134. Other governmental services? (TRPA 14f) | | | | **X** |

**128. 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: Fire protection? Police protection? Schools? Parks? Other public facilities? (CEQA XIVa)**

Schools

The Tahoe Valley Area Plan amendments could result in additional dwelling units based on increased density and land coverage limits for former Plan Area 111 and 114 parcels, generating approximately new students. The Lake Tahoe Unified School District has experienced a drop in student enrollment in the past several decades. As such, it is expected that any additional students generated as a result of the Tahoe Valley Area Plan amendments will be adequately served by existing educational facilities in the City, several of which are located in close proximity to the Tahoe Valley plan area. As the Tahoe Valley Area Plan would not require the provision of new or updated schools to serve students generated in Tahoe Valley plan area, there would not be an adverse impact to schools.

Police Services

Police service in the Tahoe Valley plan area is provided by the City of South Lake Tahoe Police Department. The South Lake Tahoe Police Department has a jurisdictional area of approximately 13 square miles, five of which include waters of Lake Tahoe. The department is located at 1352 Johnson Boulevard and currently has 42 full-time sworn officers. Supporting the 42 sworn positions are 20 civilian personnel. (Email Comm.; Chief David Stevenson, 2/26/2024)

As of February, 2024, the current staffing level at the South Lake Tahoe Police Department is approximately 1.9 officers per 1,000 residents, based on a Census population of 21,508 (CA Department of Finance, 2023). According to U.S. Bureau of Justice statistics (2008), Municipal and township police departments employed an average of 2.3 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. An analysis of the of the dispatch logs indicates that the average response time for all calls (emergency and non-emergency) is approximately 9 minutes.

Fire Protection Services

The City of South Lake Tahoe Fire Department (SLTFD) consists of one Fire Chief, one administrative

Executive assistant, three shift commanders Battalion Chiefs, one Battalion Chief/Fire Marshal, one Fire Inspector II, nine captains, nine engineers, and sixteen firefighter paramedics of which fifteen are paramedics, and 13 reserve firefighters (Per Comm. Sallie Ross-Filgo, Administrative Executive Assistant to the Fire Chief, 2/27/2024).

Fire Station 1 is located within the Tourist Core and is located at 1252 Ski Run Boulevard at the intersection of Ski Run and Pioneer Trail. This is the Battalion Headquarters. Fire Station 2 is located at 2951 Lake Tahoe Boulevard.

Fire station 3 is located at 2101 Lake Tahoe Blvd and is located 2 blocks east of the Y intersection within the Tahoe Valley Area Plan boundary. This is the Administration Headquarters and staffed by one Type 1 Engine, one Type 3 Engine, an OES Type 6 Engine for back country rescue, 2 utility vehicles, a mobile air station, and a hazardous materials response trailer. Station 3 staff also operates Marine 17 (Rescue Boat) which is located in the Tahoe Keys.

Stations 1, 2 and 3 are minimum staffed with 1 Captain, 1 Engineer and 1 Firefighter/Paramedic. In addition, the SLTFD maintains mutual aid agreements with other fire and emergency response agencies in the Tahoe Region, including the Tahoe Douglas Fire District, Lake Valley Fire Protection District, and the US Forest Service, providing for area-wide fire response services both in and outside the City limits.

The Tahoe Valley Area Plan amendments may result in a modest increase in residential dwelling units and CFA previously predicted for buildout within the Tahoe Valley plan area in 2015, resulting in an increased need for fire and emergency response. This impact would be potentially significant.

The 2015 Tahoe Valley Area Plan Initial Study predicted up to 373 additional dwelling units and 102,000 square feet of CFA within the plan area. The Tahoe Valley Area Plan incorporates supporting policies to ensure that the increase in development potential will not cause an increase in demand for fire and emergency response that would result in a significant impact. The following proposed policies related to fire protection are incorporated in the Safety and Noise Section of the Tahoe Valley Area Plan:

- **Policy HNS-1.3 Fire Protection** Require any new structure or any addition, alteration or repair, to implement fire prevention techniques consistent with the current California Building and Fire Codes in order to obtain a building permit.

- **Policy HNS-1.4 – Defensible Space and Fire-Safe Landscaping** Require property owners to maintain defensible space through annual landscape maintenance, including the removal of dead/dying material and pruning/thinning of flammable vegetation. Ensure that landscape plans for new and rehabilitated structures conform to defensible space requirements of Section 4291 of the California Public Resources Code.

- **Policy HNS-1.6 – Water Lines** Require all public water providers to maintain adequate water supply systems and flows to meet fire suppression needs throughout the City.

- **Policy HNS-1.7 – Minimum Fire Flow Requirements** Require that all new construction meet the minimum fire flow requirements as set forth in the current California Building and Fire Codes.

- **Policy HNS-1.8 – Healthcare Campus District** Collaborate with Barton Healthcare System to ensure adequate access is provided for emergency vehicles in any new construction or reconstruction of facilities in the Healthcare District.

In addition to the proposed policies of the Tahoe Valley Area Plan listed above, the City has adopted policy provisions in the General Plan (CSLT 2011, p. PQP-9) and fire protection standards in Title 5 of the City Code to ensure adequate fire protection services in the future. These provisions include maintaining adequate staffing levels, maintaining appropriate response times, requiring projects to install fire resistant

materials and interior sprinklers, incorporating fire safe landscaping and defensible space in all remodeled and new construction. Taken together with compliance with the California Fire Code, these existing provisions would help prevent and minimize the occurrence of fires. Prior to any project approval, the South Lake Tahoe Fire Department is consulted during project review to ensure that any subsequent project would not adversely affect the Fire Department's ability to provide fire and emergency response to a project within the Tahoe Valley plan area as a whole. The development within the Tahoe Valley Area Plan would concentrate development or commodities, including residential units of use, that could already be constructed in the City in a single area, thereby resulting in a gross, but not net, increase in population. The Tahoe Valley Area Plan also proposes economic redevelopment that would increase the property tax base and sales tax, thereby increasing City revenues available to pay for added services, including additional fire personnel.

Fire Flow

Water infrastructure located within the Tahoe Valley Area Plan may not support adequate fire flow to serve the needs of the South Lake Tahoe Fire Department. However, implementation of General Plan, Municipal Code, California Fire Code protection policies and standards, and Tahoe Valley Area Plan Health and Safety Policy HSN-1.3 would reduce this impact to a less than significant level.

According to Lukins Brothers Water Company (Lukins) Water System Rehabilitation and Replacement Design Report, adopted in 2009 (per comm: Jennifer Lukins, 3/10/2015), the water purveyor for the northwest portion of the Tahoe Valley plan area, some of the water lines underlying the Tahoe Valley plan area are smaller than eight inches in diameter, generally considered the minimum required to provide adequate fire flow to hydrants and risers. In the case of a significant fire event, adequate flow may not be maintained to firefighters responding to the blaze. Older, smaller diameter lines (e.g., 4 inches) within the Tahoe Valley plan area will require update in order to adequately provide fire flow to the area.

The Lukins system rehabilitation report identifies needed improvements and recommended improvements to bring the water system up to current fire flow standards. Phase 1 of the waterline replacement was completed in the spring of 2014 and involved the installation of a 12-inch main along 12$^{th}$ Street, the installation of fire hydrants, and upgrading residential service connection to 1-inch pipes to accommodate fire sprinkler requirements (Lukins 2014). Phase 2 extends the replacement of 4-inch water mains with 12-inch water mains, hydrants and meters in the James Avenue area. This project is pending funding from State of California Department of Water Resources, State Revolving Funding Program.

Although the Lukins system is not completely upgraded at this time, the requirement of existing policies and standards of the General Plan, City Municipal Building Code, Tahoe Valley Area Plan, and the California Fire Code, which requires all new construction meet the minimum fire flow requirements, installation of sprinklers and fire resistance materials, and incorporation of fire safe landscaping and defensible space, would help prevent and minimize the occurrence of fires. Implementation of these measures reflects the SLTFD's orientation toward preventing structural fires by incorporating these measures in projects, thus reducing the likelihood of a fire and reducing the need for additional staffing.

See discussion and analysis in Question 132 below for parks and recreation impacts.

With respect to other public facilities, the City has facilities located throughout the City of South Lake Tahoe, which are used for various purposes including social gathering and recreation uses. However, within the Tahoe Valley Area Plan there are no city-owned recreational facilities.

Implementation of the Tahoe Valley Area Plan may result in increased demand for community facilities and services as well as a need for new or physically altered governmental facilities. However, the changes

in demand to community services and facilities are not expected to result in substantial effects to the physical environment. However, as with other projects developed within the Tahoe Valley plan area and consistent with existing conditions, environmental review of specific projects would be required to ensure that physical impacts on the environment area fully mitigated.

Given current staffing levels, the proximity of existing police, fire, and emergency service facilities, implementation of City General Plan policies to minimize fire risk and reduce demand, as well as declining school enrollment, it is not anticipated that implementation of the Tahoe Valley Area Plan would create a need to construct new facilities that, in turn, could require new or improved facilities, the construction of which could result in adverse effects to the environment. However, as with other projects developed within the Tahoe Valley plan area and consistent with existing conditions, environmental review of specific projects would be required to ensure that staffing needs are identified and properly mitigated.

Health Services

Barton Memorial Hospital has served the South Lake Tahoe community since 1963 as a regional medical center. Since its inception, the hospital has been fully accredited by the Joint Commission on Accreditation of Health Care Organizations and the State of California. Part of the Barton HealthCare System, Barton Hospital, is South Lake Tahoe's largest medical facility and largest employer (900 employees).

The Barton HealthCare System facilities located within the Tahoe Valley plan area include:

**Barton Memorial Hospital and Helicopter Landing Pad.** Located at 2170 South Avenue, South Lake Tahoe.

**Barton Center for Orthopedics and Wellness.** Located at 2170 South Avenue, South Lake Tahoe.

**Barton Community Clinic.** Located at 2201 South Avenue, South Lake Tahoe.

**Barton Administrative Building.** Located at 2155 South Avenue, South Lake Tahoe.

**Tahoe Medical Offices.** Located at 2169 South Avenue, South Lake Tahoe.

**Barton Physician Offices**. Located at 2175 South Avenue, South Lake Tahoe.

**Barton Physician Offices**. Located at 1139 Third Street, South Lake Tahoe

**Barton Physician Offices**. Located at 1090 Third Street, South Lake Tahoe.

**Barton Laboratory**. Located at 1067 Fourth Street, South Lake Tahoe.

**Barton Offices**. Located at 1111-1113 Emerald Bay Road, South Lake Tahoe.

**Barton Offices**. Located at 2092 Lake Tahoe Boulevard, South Lake Tahoe.

The following facility is outside of the Tahoe Valley plan area but still may serve residents and visitors to the area:

**Stateline Medical Center.** Located at 155 Highway 50, Stateline, Nevada.

**Lake Tahoe Surgery Center.** Located at 212 Elks Point Road, Zephyr Cove, Nevada.

**Tahoe Orthopedics & Sports Medicine.** Located at 212 Elks Point Road, Zephyr Cove, Nevada.

As reported in 2015 at the time of adoption, the Tahoe Valley Area Plan could result in development of 373 additional dwelling units as well as 102,000 additional square feet of CFA, incrementally increasing demand for health services in the Tahoe Valley plan area. The 2015 Tahoe Valley Area Plan established a Town Center Healthcare District east of the "Y" intersection. Establishment of this district consolidated health services within the Tahoe Valley plan area and the City as a whole, increasing convenience for users, providing adequate access through improvements to circulation and pedestrian/bicycle facilities to and from the district, and other similar ancillary benefits of consolidation. At the request of Barton, the proposed amendments would add numerous land uses to the District as documented in Table 7 of Chapter 2. The Tahoe Valley Area Plan includes the following objective and policy regarding Health Care District:

- **Policy LU-6.2 – Barton Hospital Campus** Encourage Barton Healthcare to consolidate its facilities within the Town Center Hospital Campus District (TC-HC). This district would provide for healthcare services such as an orthopedic center, employee housing, temporary housing for patients' family members**,** and a parking garage. Encourage Barton Healthcare to prepare a Campus Master Plan for the Town Center Healthcare District that provides a blueprint for future development and redevelopment that connects existing and future facilities through an integrated pedestrian and bike friendly system.

- **Policy LU-6.4 – Parking** The Campus Master Plan should include an analysis of parking needs in the Town Center Healthcare District and incorporate parking management strategies to centralize and consolidate parking to create a "park-once" environment that is efficient, convenient and accessible by all the facilities located within the district.

- **Policy ED-2.1 – Healthcare** Encourage additional healthcare-related facilities to locate in the Town Center Healthcare District.

- **Policy ED-2.2 – Barton Hospital Campus Master Plan** Encourage and collaborate with Barton Hospital to develop a Campus Master Plan for the Town Center Healthcare District that promotes connectivity, walkability, and bikeability. (See also Policies LU-6.2 and LU-6.3.)

- **Policy ED-2.3 – Barton Hospital Incentives** Provide flexibility for the Barton Hospital to engage in public-private ventures. Upon adoption of a Campus Master Plan, healthcare services in which Barton Hospital owns a majority interest and are located within the Town Center Healthcare District will be considered public services provided by a non-profit organization, and may be exempt from the requirements for CFA entitlements pursuant to TRPA Code Section 50.8.3.

Update of older structures and the construction of new health care facilities would result in typical construction- and operational-related concerns of such uses. These effects include, but are not limited to, air quality impacts from both construction and operation, traffic impacts related to greater vehicle trips, biological and hydrological resources impacts (site dependent), and other similar effects of construction and operation of new structures within the Tahoe Valley plan area. These effects are discussed in the pertinent technical sections of this IS/IEC. The Tahoe Valley Area Plan would increase demand but also increase the effectiveness of health services, as well as potentially creating additional health related services within the City.

The Tahoe Valley Area Plan could result in development of 373 additional dwelling units and 102,000 square feet of CFA, and thus an associated increase in demand for healthcare services within the City. Additionally, as described above, the amendment to the Town Center Healthcare District to add new land uses is expected to result in greater flexibility for future redevelopment of health care-related structures

within the Tahoe Valley plan area. The reader is referred to Question 104 regarding proposed Policy ED-2.2 that would exempt certain health care services from the requirements of CFA entitlements.

Implementation of the Tahoe Valley Area Plan will have a **less than significant** impact to governmental services.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**129. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: fire protection? (TRPA 14a)**

See discussion and analysis for Question 128 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**130. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: police protection? (TRPA 14b)**

See discussion and analysis for Question 128 above.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None**.

**131. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: schools? (TRPA 14c)**

See discussion and analysis for Question 128 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

**132. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: parks or other recreational facilities? (TRPA 14d)**

This effect was analyzed in the RPU EIS and therefore tiers from the RPU EIS. (TRPA 2012a, Chapter 3.11.) This effect was also analyzed in the General Plan EIR, and this incorporates by reference the analysis from the General Plan EIR. (CSLT 2010, pp. 4.14-9 to 4.14-9.)

Within the Tahoe Valley Area Plan there are no City-owned or City-operated recreational facilities. Informal recreational activities available within the Tahoe Valley Area Plan include dispersed recreation activities, such as bicycling, running, jogging, walking, skateboarding, and in-line skating.

The City of South Lake Tahoe Parks and Recreation Department maintains the following facilities outside of the Tahoe Valley Area Plan. **Table 39** provides a list of these facilities along with their location and a description of the amenities offered.

| Table 39<br>Parks and Recreation Facilities within City of South Lake Tahoe | | |
|---|---|---|
| **Name** | **Address** | **Facilities** |
| Recreation and Aquatics Center | Rufus Allen Blvd. near its intersection with US Highway 50 | Construction on a new recreation and aquatics center is scheduled for 2024. The new facility includes a pool, lazy river, gym, elevated track, commercial grade kitchen, and meeting rooms. |
| Recreation and Swim Pool Complex | 1180 Rufus Allen Blvd. | Pool, weight room, multi-purpose gym, BBQ, new outdoor playground, sand volleyball court, meeting and party room rentals, adult, youth and teen programs, snack bar, and swim shop. |
| Ice Arena | 1176 Rufus Allen Blvd. | NHL size ice surface with public skating, classes and hockey programs. Café, video arcade, disc sales, party room rentals, and pro shop. |
| Campground by the Lake | 1150 Rufus Allen Blvd. | Open April–October. Cabins, group sites, hook ups. |
| Bijou Municipal Golf Course | 3464 Fairway Ave. & Johnson Blvd. | Open May–October. 9-hole executive golf course with pro shop, practice net, putting green, snack bar and rentals. |
| South Lake Tahoe Recreation Area, El Dorado Beach, Boat Ramp & Parking | On US 50 at Lakeview Ave. | Concessionaire, picnic and BBQ areas. Boat ramp availability depends on lake level. |
| Conolley Beach | Behind Timber Cove Lodge on US 50 | Public beach. |
| Lakeview Commons and El Dorado Beach | On US 50 across from Campground by the Lake | Public beach. |
| Regan Beach | ½ mile west of El Dorado Beach off Lakeview Avenue at Sacramento Avenue | Public beach, playground, volleyball court, concessions, and restrooms. |
| Bijou Community Park | 1201 Al Tahoe Blvd. | Group picnic shelters, gazebo/bandstand, playground, game court area, sand volleyball courts, horseshoe pits, fitness trail, 27-hole disc golf course, skateboard park (helmets and pads required), and a central concession/restroom building. |
| South Lake Tahoe Community Play Fields | 1300 Al Tahoe Blvd. | 110,000 sq. ft. synthetic turf multi-use play fields with warm-up area, parking, and restrooms. |
| South Lake Tahoe Senior Center | 3050 Lake Tahoe Blvd. | Facility with meeting rooms and programs. |
| Explore Tahoe — An Urban Trailhead | 4114 Lake Tahoe Blvd. | Tahoe Visitor's Center. |

The Lake Tahoe Unified School District maintains South Tahoe High School (located east of the Tahoe Valley Area Plan), which has tennis courts, ball fields, and a gymnasium, and Tahoe Valley Elementary School (located north of the Tahoe Valley Area Plan), which has play areas. Forest lands managed by the U.S. Forest Service located near the Tahoe Valley Area Plan provide opportunities for active and passive outdoor recreation.

In addition, bike and pedestrian trails have been incorporated in some of the open spaces within the Tahoe Valley plan area providing connections to adjacent neighborhoods and to regional recreation amenities. Further, the City General Plan incorporates policies designed to meet any increase in demand for recreational opportunities. (CSLT 2010, pp. 4.14-9 to 4.14-9.)

Under the 2015 Tahoe Valley Area Plan buildout projections, it is assumed that approximately 373 new residential units will be developed in the Tahoe Valley plan over the next 20 years. Using the City's average household population of 2.5 persons, this new development would increase the area's population by about 932 persons. There would also be additional activity associated with the anticipated 102,000 square feet of commercial floor area. However, this minimal growth potential is not expected to have an impact on existing facilities. Moreover, the Tahoe Valley Area Plan would result in the development of a new open space greenbelt, and bike and pedestrian trails to serve the existing and future population of the Tahoe Valley plan area. Therefore, a substantial increase in the use of the existing parks and recreational facilities in the Tahoe Valley plan area and surrounding region is not anticipated based on the small amount of anticipated growth and no substantial physical deterioration of these facilities would occur as a result of implementing the Tahoe Valley Area Plan. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**133. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in maintenance of public facilities, including roads? (TRPA 14e)**

The Tahoe Valley Area Plan would not alter or revise policies and practices pertaining to maintenance of public facilities, including roads. The City General Plan, Public/Quasi-Public Facilities and Services Element (CSLT 2011, p. PQP-4) lists the following goal and policy:

- **Goal PQP-1.1** To ensure the timely maintenance, expansion, and upgrades of public facilities and services for the entire community.

- **Policy PQP-1.5** The City shall require that new development pay it fair share of the cost of providing new public services and/or the costs of expanding/upgrading existing facilities in services impacted by new development.

- **Policy PQP-1.8** The City shall identify operations and maintenance costs and priorities for existing infrastructure, and identify and develop a fair, equitable, and stable fiscal program to finance the ongoing maintenance of infrastructure.

Therefore, subsequent projects under the Tahoe Valley Area Plan would be required to pay all appropriate fees associated with the maintenance of public facilities. Any subsequent projects proposed within the Tahoe Valley plan area would be subject to permitting by City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate how any additional public maintenance requirements would be accomplished. Thus, this impact would be **less than significant**.

Environmental Analysis*: Less than Significant Impact.*

Required Mitigation: **None.**

**134. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in other governmental services? (TRPA 14f)**

There are no other known governmental services that would be directly affected by development associated with the Tahoe Valley Area Plan.

Environmental Analysis*: No Impact.*

Required Mitigation: **None.**

### 5.4.17 Recreation

This section presents the analyses for potential impacts to recreation. **Table 40** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 40**
**Recreation**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 135. 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? (CEQA XVa) | | | **X** | |
| 136. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVa) | | | **X** | |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 137. Create additional demand for recreation facilities? (TRPA 19a) | | | | **X** |
| 138. Create additional recreation capacity? TRPA 19b) | | | | **X** |
| 139. Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c) | | | | **X** |
| 140. Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d) | | | | **X** |

**135. 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? (CEQA XVa)**

See response to Question 132 above.

As described above, there are currently no City-owned or City-operated parks or active recreational facilities within the Tahoe Valley plan area; however, there are some recreational facilities provided at the public schools adjacent to the Tahoe Valley plan area as well as informal recreational activities available throughout the Tahoe Valley plan area including bicycling, running, jogging, walking, skateboarding, and in-line skating. In addition, bike and pedestrian trails have been incorporated in some of the open spaces within the Tahoe Valley plan area providing connections to adjacent neighborhoods and to regional recreation amenities.

Under the 2015 Tahoe Valley Area Plan buildout projections, it is assumed that approximately 373 new residential units will be developed in the Tahoe Valley plan over the next 20 years. Using the City's average household population of 2.5 persons, this new development would increase the area's population by about 932 persons. There would also be additional activity associated with the anticipated 102,000 square feet of commercial floor area. However, this minimal growth potential is not expected to have an impact on existing facilities. Moreover, the Tahoe Valley Area Plan would result in the development of a new open space greenbelt, and bike and pedestrian trails to serve the existing and future population of the Tahoe Valley plan area. Therefore, a substantial increase in the use of the existing parks and recreational facilities in the Tahoe Valley plan area and surrounding region is not anticipated based on the small amount of anticipated growth and no substantial physical deterioration of these facilities would occur as a result of implementing the Tahoe Valley Area Plan. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**136. Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVb)**

The Tahoe Valley Area Plan includes recreation goals, policies and implementation strategies that would encourage the development of additional recreational improvements within the Tahoe Valley plan area. These improvements include the following:

- Creating additional public open spaces (limited or no development);
- Constructing the Tahoe Valley Greenbelt (public open space with recreation access and recreation amenities);
- Encouraging public plazas and gathering spaces in commercial nodes;
- Improving the safety, convenience and attractiveness of pedestrian facilities;
- Constructing Class I bike paths, Class II bike lanes, and Class III bike routes linkages;
- Improving bicycle route crossings at major streets, state highways and the "Y" intersection;
- Improving the bike way-finding signage program; and
- Promoting the Town Center Core District as a recreation "hub" at Highway 50/89 intersection.

Environmental impacts of development and operation of these additional recreation amenities and improvements cannot be directly quantified as none of these proposed improvements have been designed and no specific proposals for construction of these improvements has been received by either TRPA or the City. However, general impacts are expected to be largely similar to other construction expected within the

Tahoe Valley plan area (air quality impacts from both construction traffic/equipment; potential soils impacts from grading and ground development as well as additional public use of open space; traffic generated through maintenance and use of these amenities; etc.). The potential environmental effects of constructing these recreational facilities are addressed as part of overall development of the Tahoe Valley Area Plan throughout this document at a programmatic level and mitigation measures are provided where necessary to minimize project impacts. In addition, each improvement would be subject to its own environmental review at a project-specific level prior to construction. Implementation of the policies contained in the proposed Area Plan and the mitigation measures identified herein, and the completion of project-level environmental review for each improvement will reduce this impact to a **less than significant** level.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**137. Will the Project create additional demand for recreation facilities? (TRPA 19a)**

See response to Question 132 above concluding that this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**138. Will the Project create additional recreation capacity? (TRPA 19b)**

See discussions and analyses in Questions 136 through 137 above that concludes that any potential new demand that is created by development within the Tahoe Valley plan area is expected to be easily met. Furthermore, the Tahoe Valley Area Plan also proposes policies and implementing strategies to enhance public transit, biking and pedestrian linkages to recreation uses within and beyond the boundaries of the Tahoe Valley Area Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary will limit the disproportional effect on any one recreation site or activity.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**139. Will the Project have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)**

Any projects permitted through the Tahoe Valley Area Plan would be subject to subsequent project-level environmental review and permitting. Goal R-5 of the Regional Plan specifically addresses incompatibility of recreational uses and the associated system for regulating PAOTs (Section 50.9 of the TRPA Code), which would preclude any conflicts between existing or proposed recreational uses (TRPA 2012d, pp. 5-7 and 5-8). Additionally, the potential for expanded land uses to create conflicts between existing land uses was analyzed in Impact 3.11-2 of the RPU EIS (TRPA 2012a, p. 3.11-21) and was found to be **less than significant** due to the existing protections in the goals and policies of the Regional Plan.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**140. Will the Project result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)**

TRPA policy encourages the preservation and enhancement of the high-quality recreation experience through the preservation of high-quality undeveloped shorezone and other natural areas and through the provision of additional access to such areas. The Tahoe Valley plan area does not encompass any shorezone. However, a portion of the Tahoe Valley plan area (18.9 acres) is already preserved as publicly-owned open space.

The Tahoe Valley Area Plan includes recreation goals and policies that would result in better utilization of public land in the Tahoe Valley plan area for recommended recreation amenities and provide for additional public open space amenities that are linked to adjacent neighborhoods and regional recreation sites. Specific recreational improvements called for in the Tahoe Valley plan area include restoring two disturbed sites acquired by the California Tahoe Conservancy to open space, and developing the Tahoe Valley Greenbelt as an open space and recreation amenity that can be accessed from the commercial nodes and adjacent residential areas. Also called for in the Tahoe Valley Area Plan is increased safety, convenience, access and attractiveness of pedestrian facilities and trails, construction of Class I bike paths, Class II bike lanes, and Class III bike routes, improvements to bike crossings, and other transportation and recreation improvements integrating the trail system to other regional recreation facilities that provide access to natural areas and public lands.

The Tahoe Valley Area Plan would specifically implement the following policies related to recreation:

- **Policy REC-1.1 – Hierarchy and Interconnection** Develop an interconnected system of open spaces, community parks, plazas, bike and pedestrian trails, and other types of public and private spaces as part of new development and redevelopment of existing sites.

- **Policy REC-1.3 – Private Improvements** Encourage the private sector to make recreational improvements on their land. Improvements may include establishing community event areas, providing paths and walkways that connect to adjacent sidewalks and bike paths, establishing appropriate space for the outdoor display of for sale or rent recreation equipment.

- **Policy REC-1.4 – Access** Enhance the existing trail and bike system that connects the Tahoe Valley area to recreation opportunities in the south shore.

- **Policy REC-2.1 – Preservation** Preserve and maintain open spaces within the Tahoe Valley plan area that provide a visual break from the urban environment as well as views of surrounding mountains, forests, and stream environment zones. Depending upon their ecological sensitivity, open spaces may incorporate paths, boardwalks, pedestrian and bicycle trails, and benches.

- **Policy REC-2.2 – Public Access** Ensure that public access does not jeopardize restoration activities and water quality and stormwater treatment projects on publicly-owned open space lands.

- **Policy REC-2.3 – Multi-Use** Encourage the multi-use of open spaces in the Tahoe Valley area for storm water treatment, pedestrian and bicycle connectivity, passive recreation uses and as a visual break from the developed environment.

- **Policy REC-2.4 – Tahoe Valley Greenbelt** Construct the Tahoe Valley Greenbelt Project as multi-use area incorporating stormwater treatment facilities, pathways, and open space. Allow for the accommodation of active and passive recreation uses that include but are not limited to installing bike/pedestrian paths, pedestrian amenities, and interpretive signage.

- **Policy REC-2.5– Adjacent Uses** Encourage commercial uses located adjacent to the Tahoe Valley Greenbelt to provide direct access to the greenbelt and use it as a visual amenity.

- **Policy REC-3.1 – Recreation Hub** Promote the Town Center Core District as a recreation hub by allowing for a mix of uses that promote outdoor recreation concessionaires, recreation based commercial services, and temporary activities. Connect the recreation hub to recreation opportunities by upgrading existing bike and pedestrian trails, constructing new connections, and increasing transit service. Improve access to recreation opportunities by installing way-finding and interpretive signage within the Town Center Core District and improve access along bike trails.

- **Policy REC-3.3 – Neighborhood/Pocket Parks** Develop neighborhood/pocket parks within the Neighborhood Professional District and surrounding residential areas.

Therefore, implementation of the proposed policies above, creating and preserving additional open space, construction of additional bike trails, and constructing the Tahoe Valley Greenbelt are consistent with TRPA policies encouraging the preservation of natural areas. Providing access to public recreation lands will result in a **beneficial impact**.

Environmental Analysis: *Beneficial Impact.*

Required Mitigation: **None.**

### 5.4.18 Transportation and Traffic (CEQA) and Traffic and Circulation (TRPA)

This section presents the analyses for potential impacts to transportation, traffic and circulation. **Table 41** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 41**
**Transportation, Traffic and Circulation**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 141. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (CEQA XVIa) | | | **X** | |
| 142. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (CEQA XVIb) | | | **X** | |
| 143. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (CEQA XVIc) | | | | **X** |
| 144. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVId) | | | **X** | |
| 145. Result in inadequate emergency access? (CEQA | | | **X** | |

| | | | | |
|---|---|---|---|---|
| XVIe) | | | | |
| 146.Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVIf) | | | | **X** |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 147.Generation of 650 or more new average daily Vehicle Miles Travelled? (TRPA 13a) | **X, LTS** | | | |
| 148.Changes to existing parking facilities, or demand for new parking? (TRPA 13b) | | | | **X** |
| 149.Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c) | | | | **X** |
| 150.Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d) | | | | **X** |
| 151.Alterations to waterborne, rail or air traffic? (TRPA 13e) | | | | **X** |
| 152.Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f) | | | | **X** |

**141. Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (CEQA XVIa)**

The Tahoe Valley Area Plan amendments would not alter, revise or conflict with any applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Consistent with the Regional Plan, development and redevelopment associated with the Tahoe Valley Area Plan as a whole, and individual projects therein, that would generate a net increase of 1,300 vehicle miles traveled (VMT) or more would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. Under the proposed amendments, restaurants would be permitted to add up to 20 seats of outdoor dining with no requirement for obtaining additional CFA. This amendment is considered to have a less than significant impact on applicable transportation plans given STPUD and TRPA determinations that this level of restaurant expansion would not require a change to sewer allocations or require new CFA for the business. For any new VMT that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring an applicant to meet the standards of significance listed in Table 65.2.3-1. In accordance with Section 65.2.4.C of the TRPA

Code, regional and cumulative mitigation measures may include, but not be limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. In order to offset regional and cumulative impacts, additional development, excepting deed-restricted affordable, moderate, and achievable housing development within areas eligible for Residential Bonus Units, shall contribute to the Mobility Mitigation Fund. The amount of contribution is established in Code subparagraph 65.2.4.D. Thus, this impact would be **less than significant**.

Also see discussion and analysis in Question 19 above which conclude that all signalized intersections are found to attain LOS standards and analysis in Question 142 below which concludes that the 2015 Tahoe Valley Area Plan is forecast to result in a reduction in region- wide VMT of 10,702 or 0.55 percent below the baseline region-wide modeled total of 1,932,441.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**142. Would the Project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (CEQA XVIb)**

The Tahoe Valley Area Plan amendments would not alter, revise or conflict with the applicable congestion management program including but not limited to, level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways. TRPA is the designated Regional Transportation Planning Agency in the Tahoe Basin and has established Level of Service standards for roadways and intersections and Vehicle Miles of Travel (VMT) standards.

The potential effect is the same as those analyzed in the City General Plan Update EIR, which included an evaluation of LOS for key roadway segments intersections. At full build out under the General Plan the General Plan EIR concluded that all roadway segments and all intersections would achieve the LOS standards under year 2030 traffic conditions (CSLT 2010, pp. 4.4-30 through 4.4-40). The amount and location of potential development allowed in the Tahoe Valley Area Plan is consistent with the City General Plan. All intersections would provide adequate (D or better) LOS under current traffic control.

The RPU EIS also evaluated roadway LOS in 2035 along US 50 and SR 89. The assumptions regarding future development in the Tahoe Valley plan area are articulated in Appendix E.7 of the RPU EIS (2012a). These assumptions include an increase in residential, tourist accommodation, and commercial uses in the Tahoe Valley plan area, consistent with increases that could occur under implementation of the Regional Plan. The amount and location of potential development allowed in the Tahoe Valley Area Plan is consistent with the Regional Plan and the RPU EIS analysis. Therefore, based on this modeling, roadway and intersection LOS standards along roadway segments in the Tahoe Valley would be acceptable in 2035 (TRPA 2012a, pp. 3.3-42 to 3.3-44). Any subsequent project implemented under the Tahoe Valley Area Plan that would not meet screening criteria for VMT (Code Section 65.2.3.D) would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B of the TRPA Code. Any impacts that exceed VMT standards of significance (Table 65.2.3-1) would require mitigation at a project level.

The 2015 Tahoe Valley Area Plan is consistent with the Regional Plan and analysis of VMT contained in the Regional Plan EIS. The City of South Lake Tahoe is also subject to the residential allocation procedures established by the TRPA Code that phases the release of land use allocations contingent upon VMT Threshold being maintained. As shown in **Table 42** the 2015 Tahoe Valley Area Plan is forecast to result

in a reduction in region-wide VMT of 10,702 or 0.55 percent below the baseline region-wide modeled total of 1,932,441. This includes consideration of proposed VMT reduction measures and environmental improvements in the Tahoe Valley Area Plan. To the degree that adoption of the Area Plan results in expanded implementation, this is considered to be a **beneficial impact**. The addition of approximately 11.5 acres to the Area Plan Town Center in the Gateway and Neighborhood Professional Districts and establishment of the new Emerald Bay Connection Corridor District (17.5 acres) would not adversely effect the projected benefits to VMT, as the land uses and densities are consistent with the existing goals of the Area Plan to concentrate development within close proximity to services and transit facilities.

**TABLE 42**
**IMPACT ON REGIONAL VEHICLE MILES OF TRAVEL AT BUILDOUT OF 2015 AREA PLAN**

| | Model Regional Vehicle Miles of Travel | Model Change from Baseline Conditions | Additional Reductions in VMT | | Total Impact on VMT | % Total Impact on Regional VMT |
|---|---|---|---|---|---|---|
| | | | Transit Improvements | Bicycle / Pedestrian Improvements | | |
| WITH REGIONAL PLAN UPDATE LAND USE | | | | | | |
| Baseline Conditions | 1,932,331 | 0 | 0 | 0 | - | - |
| 2015 Tahoe Valley Area Plan | 1,924,144 | -8,297 | -850 | -1,555 | -10,702 | -0.55% |

*Source: TRPA Regional Transportation Model*

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

### 143. Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (CEQA XVIc)

The Project does not change air traffic patterns or air traffic. With respect to air traffic safety risks, see response to Question 74 above. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

### 144. Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVId)

Consistent with the TRPA Regional Plan and City General Plan, implementation of the Tahoe Valley Area Plan is expected to enhance pedestrian and bicycle safety. Figure 13 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Tahoe Valley Area Plan.

Further, Policy T-3.4 of the Transportation and Circulation Element requires sidewalks for all new and

expanded uses. The Tahoe Valley Area Plan amendment areas would also be required to include improvements that would 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 and traffic related facilities proposed in the Tahoe Valley Area Plan would conform to the appropriate federal, state and local roadway, sidewalk intersection design standards (e.g., ASHTOO, MUTCD, Caltrans Highway Design Manual and City Roadway Design Standards) for public health and safety reasons.

The Transportation Element of the proposed Tahoe Valley Area Plan includes policies that provide for minimizing through traffic on residential streets, Complete Street strategies on collector streets, and improvements to separate bicycle/pedestrian and vehicular traffic. It would also result in a net reduction in vehicle-miles of travel. To the degree that adoption of the Area Plan results in expanded implementation of these strategies, this impact would be **beneficial**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**145. Would the Project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVIf)**

The implementation of the Tahoe Valley Area Plan would implement policies of the adopted TRPA Regional Plan and City General plan which encourages a land use pattern that promotes the use of alternative modes of transportation. Tahoe Valley Area Plan policies call for construction of pedestrian sidewalk, bike paths, bike lanes and expansion of transit routes to recreation sites. It is expected that the adding sidewalks, dedicated paths, and enhanced transit options will improve safety conditions and allow efficient movement of people in the Tahoe Valley plan area. To the degree that adoption of the Area Plan results in expanded implementation of these strategies, this impact would be **beneficial**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**146. Would the Project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVIf)**

The implementation of the Tahoe Valley Area Plan would implement policies of the adopted TRPA Regional Plan and City General plan which encourages a land use pattern that promotes the use of alternative modes of transportation. Tahoe Valley Area Plan policies call for construction of pedestrian sidewalk, bike paths, bike lanes and expansion of transit routes to recreation sites. It is expected that the adding sidewalks, dedicated paths, and enhanced transit options will improve safety conditions and allow efficient movement of people in the Tahoe Valley plan area. To the degree that adoption of the Area Plan results in expanded implementation of these strategies, this impact would be **beneficial**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**147. Will the Project result in generation of 650 or more new average Daily Vehicle Miles Travelled? (TRPA 13a)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from and is consist with the RPU EIS. (TRPA 2012a, Chapter 3.3.)

While the 2015 Tahoe Valley Area Plan as amended would permit additional development on newly added vacant lands which could result in generation of new VMT, this change in area plan boundary is still consistent with the increase in development envisioned in the Regional Plan and analyzed in the RPU EIS, which projected to result in a 10 percent reduction in VMT region wide. Further, the proposed amendment under consideration is not a single project (to which the standard of 650 or more VMT is applicable), but an Area Plan, the implementation of which would likely result in some level of traffic increase.

The Tahoe Valley Area Plan amendments would not alter or revise the regulations pertaining to trip generation. Consistent with the Regional Plan, development and redevelopment associated with the Tahoe Valley Area Plan as a whole, and individual projects therein, is likely to generate 650 or more new average daily VMT. TRPA's updated project assessment process replaces average daily vehicle trip ends with VMT to determine a project's impact to transportation. The updated process screens eventual Area Plan development projects from additional analysis depending on its location: less than 1,300 average daily VMT when a project is within, or within 1⁄2 mile of a town or regional center; less than 715 average daily VMT in all other areas in the Region. Any subsequent project implemented under the Tahoe Valley Area Plan that would generate a net increase of VMT over these standards would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. The amendments would permit restaurants to add up to 20 seats of outdoor dining with no requirement for obtaining additional CFA. This amendment is considered to have a less than significant impact on VMT given TRPA's determination (Code Section 50.6.1.B.2) that this level of restaurant expansion would not require new CFA for the business. The amendments would allow accessory land uses to advertise separately from the primary land use – this is a change from TRPA Code. This amendment may result in increased visitation to accessory land uses and increase VMT. However, based on other limitations such as accessory use signage area and floor area, the potential increase to VMT is considered to be less than significant (e.g., under 650 or more new average daily VMT). For any new VMT that are generated by unexempted Area Plan projects, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring payment of the calculated Mobility Mitigation Fee. The mobility mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Thus, this impact would be **less than significant**.

See also response to Question 142 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**148. Will the Project result in changes to existing parking facilities, or demand for new parking? (TRPA 13b)**

While the Tahoe Valley Area Plan amendments could result in changes to existing parking facilities, the changes would be consistent with the development envisioned in the Regional Plan and analyzed in the RPU EIS and this analysis tiers from the RPU EIS. (TRPA 2012a, Chapter 3.3.) Therefore, the potential changes to existing parking facilities would comply with the Regional Plan and would occur in compliance with the City and TRPA Codes.

The City Code (Chapter 6.10) and proposed amendments to the Tahoe Valley Area Plan design standards (Appendix C) require any subsequent development under the Area Plan to meet standards for parking supply and design. The proposed Area Plan amendments include possibilities for reductions to parking supply standards for multi-family residential and commercial projects located within 0.5 mile of transit stops or with contribution to alternative transportation measures. To utilize the reduced parking standards, an applicant must demonstrate that the alternative parking standards would not impact offsite parking facilities. As this would ensure the adequate design and provision of parking, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**149. Will the Project result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)**

See discussions and analyses for Questions 147, 148, 150, 151 and 152.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**150. Will the Project result in alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis is tiered from the RPU EIS. (TRPA 2012a, Chapter 3.3.)

The Tahoe Valley Area Plan would not alter or revise the regulations pertaining to roadway and intersection level of service (LOS). The total amount of new development in the Tahoe Valley plan area is constrained by the growth control system in the Regional Plan and the proposed new permissible uses in the Tahoe Valley Area Plan would be consistent with the types of uses envisioned in the Regional Plan (see project description of this IS/IEC). As such, the Tahoe Valley Area Plan is within the development potential envelope of the Regional Plan, and no additional information on potential future projects within the Tahoe Valley plan area is known. Therefore, there is no need to further analyze roadway and intersection LOS beyond what was contemplated for the Regional Plan.

The RPU EIS also evaluated roadway LOS in 2035 along US 50 and SR 89. The assumptions regarding future development in the Tahoe Valley plan area are articulated in Appendix E.7 of the RPU EIS (2012a). These assumptions include an increase in residential, tourist accommodation, and commercial uses in the Tahoe Valley plan area, consistent with increases that could occur under implementation of the Regional Plan. The amount and location of potential development allowed in the Tahoe Valley Area Plan is consistent with the Regional Plan and the RPU EIS analysis. Proposed amendments would add parcels to the Area Plan boundary, but buildout assumptions for residential units and commercial floor area are not substantially increased. Therefore, based on the TRPA RPU modeling, roadway and intersection LOS standards along roadway segments in the Tahoe Valley would be acceptable in 2035 (TRPA 2012a, pp. 3.3-42 and 3.3-44). Any subsequent project implemented under the Tahoe Valley Area Plan that would generate a net increase of VMT over the standards of significance (Code Section 65.2.3.D.2) would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. Any impacts on roadway or intersection LOS would require mitigation at a project level. Thus, this impact would be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**151. Will the Project result in alterations to waterborne, rail or air traffic? (TRPA 13e)**

Implementation of the Tahoe Valley Area Plan will not result in alterations to waterborne, rail or air traffic. Thus, there would be **no impact**.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

**152. Will the Project result in increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)**

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis is tiered from the RPU EIS. (TRPA 2012a, Chapter 3.3.)

Consistent with the TRPA Regional Plan and City General Plan, implementation of the Tahoe Valley Area Plan is expected to enhance pedestrian and bicycle safety. Figure 8-1 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Tahoe Valley plan area.

Further, Policy T-3.4 of the Transportation and Circulation Element requires sidewalks for all new and expanded uses. The proposed Tahoe Valley Area Plan improvements would 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 and traffic related facilities proposed in the Tahoe Valley Area Plan would conform to the appropriate federal, state and local roadway, sidewalk intersection design standards (e.g., ASHTOO, MUTCD, Caltrans Highway Design Manual and City Roadway Design Standards) for public health and safety reasons.

The Transportation Element of the proposed Tahoe Valley Area Plan includes policies that provide for minimizing through traffic on residential streets, Complete Street strategies on collector streets, and improvements to separate bicycle/pedestrian and vehicular traffic. It would also result in a net reduction in vehicle-miles of travel. To the degree that adoption of the Area Plan results in expanded implementation of these strategies, this impact would be **beneficial**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

### 5.4.19 Tribal Cultural Resources (CEQA)

This section provides analysis regarding the project's potential for substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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, as it applies to the following. **Table 43** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 43: Tribal Cultural Resources**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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: | | | | |
| 153. 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) (CEQA XVIIIa) | | | **X** | |
| 154. 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (CEQA XVIIIb). | | | **X** | |

**153. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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 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)? (CEQA XVIIIa)**

The proposed amendment does not alter regulations pertaining to cultural resources.

There is no evidence of intact, potentially significant Washoe cultural sites within the existing TVAP or proposed amendment areas. 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 March 13, 2023. To date, no response has been received.
Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of tribal cultural resources and provide processes to avoid or minimize impacts to 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 amendment area will be required compliant 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.

See discussion and analysis for Questions 47 through 50 above. Implementation of federal and state regulations, TRPA Code (Chapter 67), and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or mitigate impacts to these resources. Therefore, any development associated with the proposed amendments would not result in a physical change that would affect unique ethnic cultural values. Thus, this impact is considered to be **less than significant**.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None.**

**154. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (CEQA XVIIIb).**

See discussion and analysis for Question 153 above.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None.**

### 5.4.20 Utilities and Service Systems (CEQA) and Energy and Utilities (TRPA)

This section presents the analysis for potential impacts to utilities, service systems and energy. **Table 44** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 44: Utilities, Service Systems and Energy**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 155. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa) | | | **X** | |
| 156. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIb) | | | **X** | |
| 157. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIc) | | | **X** | |
| 158. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIId) | | | **X** | |
| 159.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? (CEQA XVIIe) | | | **X** | |

| | | | | |
|---|---|---|---|---|
| 160. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIIf) | | | X | |
| 161. Comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVIIg) | | | | X |
| **TRPA Initial Environmental Checklist Item** | **Yes** | **No, With Mitigation** | **Data Insufficient** | **No** |
| 162. Use of substantial amounts of fuel or energy? (TRPA 15a) | | | | X |
| 163. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b) | | | | X |
| Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities: | | | | |
| 164. Power or natural gas? (TRPA 15a) | | | | X |
| 165. Communication systems? (TRPA 15b) | | | | X |
| 166. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 15c) | | | | X |
| 167. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 15d) | | | | X |
| 168. Storm water drainage? (TRPA 15e) | | | | X |
| 169. Solid waste and disposal? (TRPA 15f) | | | | X |

**155. Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa)**

STPUD currently quantifies expected and current wastewater generation in terms of sewer units. A sewer

unit represents a single point source for wastewater, such as a kitchen or bathroom. Each sewer unit is assumed to generate on average 80 gallons per day (gpd) during normal flows.

Under the adopted 2015 Tahoe Valley Area Plan, the Tahoe Valley area could experience development of 373 additional dwelling units by the year 2032. According to current generation rates provided by STPUD (STPUD assumes that new multi-family dwellings are likely to include three sewer units per dwelling unit), this would result in approximately 1,119 new sewer units, which equates to 89,520 gpd of additional wastewater or 0.089 million gallons per day (mgd). While exact commercial wastewater generation flows cannot be determined by STPUD until specific commercial uses are identified, it is estimated that 102,000 square feet of CFA could generate approximately 31,824 gallons per day or 0.031 mgd of wastewater flow. As the STPUD wastewater treatment plant currently exhibits excess capacity of 3.7 mgd on average dry days, the project is not expected to require additional treatment capacity at the wastewater treatment plant. Moreover, STPUD wastewater demand projections for 2028 were estimated to be 5.8 mgd, which is well within the maximum capacity of 7.7 mgd.

As described above, the wastewater generated by potential increases in development within the Tahoe Valley area would not require additional capacity or infrastructure. The proposed amendments would help facilitate development within the Area Plan, but would add little additional potential development potential at buildout given the existing TRPA growth management restrictions. Therefore, the Tahoe Valley Area Plan would have a **less than significant** impact on wastewater collection and treatment systems.

Environmental Analysis*: Less than Significant Impact.*

Required Mitigation: **None**.

**156. Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIb)**

This potential effect is the same as those analyzed in the City General Plan EIR and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, pp. 4.12-12 to 4.12-16 and 4.12-26 to 4.12-27.)

See discussion and analysis for Question 155 above that concludes adequate wastewater capacity exists and therefore the construction of new water or wastewater treatment facilities or expansion of existing facilities is unlikely. With respect to water supply systems, the adopted 2011 Tahoe Valley Area Plan could result in an additional 373 dwelling units and 102,000 square feet of CFA within the Tahoe Valley plan area. The amendents would expand the area plan boundary and help facilitate completion of the proposed residential and commercial buildout. This development would result in the need for upgraded water delivery infrastructure in both the Lukins and STPUD service areas.

Updates of water supply infrastructure commonly involve typical construction impacts including, but not limited to, potential impacts to surface waters, air quality (from exhaust equipment and particulate matter or dust), biological resources, and soils issues. These specific types of impacts are addressed programmatically with overall implementation of the Tahoe Valley Area Plan in the appropriate sections herein. Future environmental review of individual water infrastructure improvement projects may require project-specific environmental documentation, likely to be prepared with STPUD acting as lead agency once specific projects are designed.

The following list includes those Tahoe Valley Area Plan and General Plan policies that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address these potential impacts.

Tahoe Valley Area Plan

- **Policy PS-2.1 – Lukins Brothers Water**
  Coordinate with South Tahoe Public Utility District and Lukins Brothers Water in upgrading water system in the Tahoe Valley area.

General Plan

- **Policy PQP-1.1:** Infrastructure Expansion in Under-Served Areas. The City shall coordinate and prioritize infrastructure expansion and/or improvements in areas that are under-served.
- **Policy PQP-1.2:** Provider Requirements. The City shall work within available legal means to ensure statutory requirements are met by all providers.
- **Policy PQP-1.3:** Utility Service Agency Coordination Meetings. The City shall conduct periodic coordination meetings with utility service agencies.
- **Policy PQP-1.4:** Public Facility Master Plans. The City shall prepare and annually review and regularly update public facility master plans to ensure compliance with appropriate regional, State, and Federal laws, use of modern and cost effective technologies, and compatibility with current land use policy.
- **Policy PQP-1.5** Fair Share Costs on New Developments. The City shall require that new development pay its fair share of the cost of providing new public services and/or the costs of expanding/upgrading existing facilities and services impacted by the new development.
- **Policy PQP-1.7** Ultimate Capacity Needs. The City shall ensure, through the development review process, that public facilities and infrastructures are designed and constructed to meet ultimate capacity needs, pursuant to a master plan, to avoid the need for future replacement to achieve upsizing.
- **Policy PQP-2.2** Coordination with Urban Water Management Plan. The City should coordinate with and support the planning efforts of the South Tahoe Public Utility District (STPUD), including all measures contained in the Urban Water Management Plan.
- **Policy PQP-2.4** Sustainable Water Use. The City shall encourage efficient practices that ensure water is used in a sustainable manner.
- **Policy PQP-2.5** Sustainable Water Distribution. The City shall support local water supply agencies in upgrading public water systems, as needed, to ensure efficient and sustainable water distribution.
- **Policy PQP-2.7** Water and Wastewater Management Strategy. The City shall support water and wastewater agencies in developing an innovative water and wastewater management strategy that considers water supply and treatment systems.
- **Policy PQP-6.2** The City shall coordinate efforts with water providers to ensure that fire protection needs and adequate water flows are met throughout the community. The City shall also work with water providers to design systems and processes, and build infrastructure necessary to ensure fire protection.

- **Policy HS-2.4** The City shall require all public water providers to maintain adequate water supply systems and flows to meet fire suppression needs throughout the city.

- **Policy HS-2.5** The City shall require that all new construction meets the minimum fire flow requirements as set forth in the California Building and Fire Codes.

The existing General Plan and proposed Tahoe Valley Area Plan policies listed above would ensure that the City coordinates with STPUD and the other water purveyors in the Tahoe Valley plan area on the planning and construction of water supply infrastructure required by new development (Policy PQP-2.7). These policies would also ensure that the City requires new development to pay its fair share of the costs of expanding and upgrading existing facilities and services impacted by the new development as well as to meet minimum fire flow requirements (Policy HS-2.4 and HS-2.5). As such, this impact is considered to be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**157. Would the Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIc)**

This potential effect is the same as those analyzed in the City General Plan EIR and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, Chapter 4.7.)

See also responses to Questions 82 and 84-86 above.

All development permitted though the Tahoe Valley Area Plan would be required to meet TRPA BMP standards to reduce runoff and pollutant loading from impervious cover as specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year, 1- hour storm are required for approval of all projects. Therefore, there would be no unplanned alterations or changes to existing stormwater drainage systems associated with buildout of the Tahoe Valley Area Plan that are not first studied and approved by proper regulatory agencies. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

**158. Would the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIId)**

This potential effect is the same as those analyzed in the City General Plan EIR and therefore this analysis tiers from the General Plan EIR. (CSLT 2010, Chapter 4.11.)

The adopted 2015 Tahoe Valley Area Plan could result in up to 373 residential dwelling units as well as up to 102,000 square feet of new CFA by the year 2032 (though it should be noted that potential CFA development in the proposed Tahoe Valley Area Plan is considerably less than that analyzed in the City's General Plan EIR [CSLT 2010, Chapter 4.11], which concluded a less than significant impact). The proposed amendments would not substantially increase the estimates at buildout. Buildout of the 2015 Area Plan would result in an annual water demand of approximately 179 acre-feet annually, and would not be

substantially increased by the proposed amendments. This water demand is well within STPUD's projected water demands through year 2030 (4,587 acre-feet annually), its water allocation, as well as the total annual 12,493 acre-feet allocation for use within the Tahoe Valley plan area under the Truckee-Carson-Pyramid Lake Water Rights Settlement Act and the California-Nevada Interstate Compact Concerning Water of Lake Tahoe, Truckee River, Carson River, and Walker River Basins. As identified in STPUD's Urban Water Management Plan, groundwater levels are stable in the STPUD service area and are considered a reliable source of water during drought years. Thus, adequate groundwater supply exists to meet the Tahoe Valley Area Plan's demands under existing and future conditions.

Furthermore, all development permitted by the Tahoe Valley Area Plan would be 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.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards con contained in the TRPA Code. Therefore, implementation of the Tahoe Valley Area Plan would not create water use in excess of the maximum permitted capacity of the service provider. Thus, this impact is **less than significant.**
Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**159. 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? (CEQA XVIIe)**

See response to Question 155 above.

All development permitted by the Tahoe Valley Area Plan 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. Section 50.4.1(C) of the TRPA Code prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, p. 3.13-16). Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**160. Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIIf)**

This potential effect is the same as that analyzed in the General Plan Update EIR. (CSLT 2010, Chapter 3.11.) The adopted 2015 Tahoe Valley Area Plan provides for 373 new residential units and up to 102,000 square feet of CFA over the next 20 years. Based on a per capita residential solid waste generation rate of 0.25 tons per resident per year (CIWMB, 2007b) and an average of 2.5 persons per household, the anticipated residential development would be expected to generate an additional 235 tons of solid waste per year by 2030. Based on an average per employee solid waste generation rate of 1.3 tons per employee per year (CIWMB, 2007c) and an estimated 400 new employees in the Tahoe Valley plan area (based on an average of 250 square feet per employee ratio), the anticipated commercial development would be expected

to generate an additional 520 tons per year. Therefore, full buildout of the 2015 Tahoe Valley Area Plan would result in the generation of approximately 635 additional tons of solid waste per year by 2030 (or about 2 tons per day).

The South Tahoe Refuse (STR) is under contract with the City to collect solid waste from city households and businesses as well as to process and transfer all solid waste for disposal or recycling. STR's main facility, which consists of a transfer station, materials recovery facility, and the Tahoe Basin Container Service, has a total permitted capacity of 370 tons per day, but currently receives 200 to 250 tons per day. The remaining capacity of 120 to 170 tons per day is sufficient to serve the growth anticipated under the proposed General Plan Update. Any additional staffing or equipment required to increase service to the city would be funded through the additional service rates that would be collected by STR from the new development. Solid waste is expected to be disposed of at the Lockwood Regional Landfill in Sparks, Nevada. This landfill has a total capacity of approximately 43 million tons and is expected to reach capacity by the year 2025. However, multiple large-scale expansions to the facility are expected before this capacity is reached. In addition, the city currently achieves a nearly 50 percent diversion rate (CIWMB, 2008a); therefore, the increase in solid waste requiring disposal at the landfill would be anticipated to be about half that generated by the planned development. In addition, implementation of the City's Sustainability Plan includes developing a recycling action plan to achieve a 55 percent diversion rate.

Both the STR main facility and the Lockwood Regional Landfill have sufficient capacity to manage the growth anticipated under the proposed General Plan Update as well as the Tahoe Valley Area Plan. Therefore, this impact is considered to be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**161. Would the Project comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVIIg)**

The Lockwood Regional Landfill will receive solid waste generated within the Tahoe Valley Area Plan and have sufficient capacity to serve the needs as discussed in Question 160 above. 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 the Tahoe Valley 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 Tahoe Valley Area Plan complies with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**.

**162. Will the Project result in use of substantial amounts of fuel or energy? (TRPA 15a)**

All development permitted through the Tahoe Valley Area Plan would occur in accordance with the Regional Plan and City Code. While any new construction would require electric and natural gas service as part of the basic services (Chapter 32 of the TRPA Code) the entire area within the Tahoe Valley plan area is located within close proximity to existing electric and gas infrastructure. Additionally, projects requiring new or modified connections would be subject the requirements and fees of the applicable utility providers.

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). Thus, this impact is **less than significant**.

Also see discussion and analysis for Question 110 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**163. Will the Project result in substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)**

See discussion in Question 162 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand create by implementation of the Tahoe Valley Area Plan, as amended would not exceed available capacity, or require the development of new sources of energy. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**164. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to power or natural gas? (TRPA 16a)**

See discussion and analysis for Question 162 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand create by implementation of the Tahoe Valley Area Plan, as amended would not result in a need for new systems, or substantial alterations to power or natural gas. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**165. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to communication systems? (TRPA 16b)**

Communication systems are not listed as a required basic service by TRPA Code or the City Code; however, the City Code requires any new communication wires to be installed underground (City Code Chapter 7.10.060). Any development or redevelopment permitted through the Tahoe Valley Area Plan, as amended would be located within existing service areas for communication systems providers. Each project would be responsible for any elected connection or subscription to communication systems within the region. Additionally, the increased development and re-development could stimulate investment in improved broadband service, which was identified as a need in the Lake Tahoe Basin Prosperity Plan (WNDD 2010). Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**166. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 15c)**

See discussion and analysis for Question 158 above that concludes additional capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional water is unlikely. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**167. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 15d)**

See discussions and analyses for Questions 155, 156 and 159 above that concludes additional sewage capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional treatment capacity is unlikely. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**168. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to storm water drainage? (TRPA 15e)**

See discussion and analysis for Question 157 above, concluding that this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

**169. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to solid waste and disposal? (TRPA 15f)**

See discussion and analysis for Question 160 above. Implementation of the Tahoe Valley Area Plan, as amended would result in new development that would increase the Region's overall solid waste generation. Solid waste generation under the TRPA Regional Plan is anticipated to increase to 115,200 tons per year with some small portion of that attributable to the Tahoe Valley Area Plan. Given the substantial existing capacity of 22 million tons, and planned expansion that would allow for a total capacity of 204 million tons at the Lockwood Regional Landfill, waste disposal needs for development under the Tahoe Valley Area Plan could be adequately served in the future. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None.**

### 5.4.21 Mandatory Findings of Significance

This section presents the analyses for mandatory findings of significance. **Table 45** identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

**Table 45: Mandatory Findings of Significance**

| CEQA Environmental Checklist Item | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 170. Does the Project have the potential to 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? (CEQA XVIIIa) | | | X | |
| 171. 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)? (CEQA XVIIIb) | | | X | |
| 172. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XVIIIc) | | | X | |

| TRPA Initial Environmental Checklist Item | Yes | No, With Mitigation | Data Insufficient | No |
|---|---|---|---|---|
| 173. 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? (TRPA 21a) | | | | X |
| 174. 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.) (TRPA 21b) | | | | X |
| 175. 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?) (TRPA 21c) | | | | X |
| 176. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d) | | | | X |

**170. Does the Project have the potential to 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? (CEQA XVIIIa)**

Fish and Aquatic Habitat

The Tahoe Valley Area Plan would not alter or revise any TRPA Regional Plan policies pertaining to the management of aquatic resources, or permitting of projects affecting these habitats. The Tahoe Valley Area Plan would permit development and redevelopment only in accordance with the Regional Plan and General Plan, and any projects proposed within the plan area that could affect aquatic habitats would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing policies and code provisions, found to be less than significant (TRPA 2012a, p. 3.10- 45). Construction activities could result in temporary increases in sedimentation, small amounts of fill placed in aquatic habitats, and the release and exposure of construction-related contaminants. As under existing conditions, these impacts would be minimized and mitigated through construction BMPs and compensatory mitigation requirements as specified in TRPA and City policies and code provisions, and other applicable federal and state regulations.

Rare or Endangered Species and Communities

The Tahoe Valley Area Plan would not alter or revise TRPA Regional Plan policies regarding the protection of rare, endangered, or sensitive plant and animal communities. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code is still required for all project review delegated to the City. The Tahoe Valley Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and City General Plan, and any projects proposed within the plan area that could affect sensitive plant or animal communities would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions and requirements, found to be less than significant (TRPA 2012a, p. 3.10-50). During project-level environmental review, potential impacts to protected plant or animal communities would be identified and minimized through the design process and/or through compensatory mitigation, as required under TRPA and applicable federal and state regulations. Additionally, any new development and redevelopment with the Tahoe Valley Area Plan boundary would occur in accordance with TRPA policies that incentivize transfers of land coverage and development rights from sensitive lands, and require restoration and retirement of the sending sites (TRPA 2012a). This policy could result in a benefit to the associated special status species through enhancement and restoration of riparian and wetland habitats.

Cultural, Historical, and Archeological Resources

The Tahoe Valley Area Plan would not alter or revise TRPA Regional Plan policies regarding the protection of cultural, historical, or archeological resources. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code is still required for all project review delegated to the City. In addition, federal and state regulations address protection of these resources and provide mechanisms to minimize impacts. The Tahoe Valley Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and the City General Plan, some of which could occur on properties with known or unknown cultural, historical, or archeological

resources. The proposed Tahoe Valley Area Plan contains historic sites CA-Eld-721-H and CA-Eld-2240-H as identified by archaeological and historical investigations. Previous cultural resources studies within the Tahoe Valley plan area suggest that it is sensitive for the presence of undiscovered prehistoric sites, historic sites, and historic buildings and structures (e.g., given the location of the former Barton Ranch complex, motels/auto courts). The potential impacts to cultural resources were analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions, found to be less than significant (TRPA 2012a, beginning on p. 3.15-13). During project-level environmental review, cultural, historical, and archeological resources specific to the site would be identified, significance determined, and appropriate mitigation implemented in accordance with federal, state, City, and TRPA regulations.

Because the Tahoe Valley Area Plan amendment proposes no changes to existing policies regarding aquatic habitats, special status plant or animal communities, or to cultural, historical, and archeological resources, and because federal, state, and TRPA protections are already in place, implementation of the Tahoe Valley Area Plan would not result in the degradation of these resources.

In addition, the Tahoe Valley Area Plan, as amended, is consistent with the TRPA Code of Ordinances Chapter 13.5.3.G concerning modification to Town Center boundaries. As analyzed herein, TRPA and the City have determined that implementation of the updated Tahoe Valley Area Plan, including all elements of the plan, existing environmental protection requirements, and adopted mitigation, would achieve and maintain TRPA's environmental threshold carrying capacities and result in environmental improvement. Therefore, the Tahoe Valley Area Plan amendment would not have the potential to degrade the quality of the environment. Thus, these impacts are **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

**171. 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)? (CEQA XVIIIb)**

Like the General Plan itself, the Tahoe Valley Area Plan amendment 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 Tahoe Valley Area Plan over the long-term (i.e., the remaining 20 years of the Plans applicability) and are applicable to all programs and projects over this period, they are inherently cumulative in nature.

The cumulative projects contemplated in the General Plan EIR (CSLT 2010, Chapter 5.0; and see 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 Tahoe Valley Area Plan, their scope and characteristics are not known to have substantially changed, no additional cumulative projects or programs are known at this time.

Because the Tahoe Valley Area Plan, as amended, will be wholly consistent with the General Plan and because no specific projects are proposed for which contributions to cumulative impacts may be defined and assessed, the cumulative impacts analysis prepared for the Regional Plan is also applicable to the Tahoe Valley Area Plan. As discussed in Question 68, the General Plan EIR concluded that General Plan implementation could result in increased development, redevelopment, and construction activity resulting in an increase in overall greenhouse gas (GHG) emission that would make a cumulatively considerable contribution to global climate change. Because the Tahoe Valley Area Plan amendment is consistent with

and implements the General Plan and the General Plan EIR, development and population growth anticipated during the Tahoe Valley Area Plan horizon could also contribute cumulatively to global climate change. The General Plan EIR disclosed this significant effect; mitigated it and concluded that with implementation of relevant policies from the General Plan Update, the City's Sustainability Plan (which calls for development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 are anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with future TRPA GHG reduction efforts and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts would ensure that City GHG emissions are mitigated. Thus, this impact is considered less than cumulatively considerable (CSLT 2011a, pp. 4.0-4 through 4.0-5). Because the Tahoe Valley Area Plan, as amended is consistent with and implements the General Plan and is consistent with the General Plan EIR, development and population growth anticipated during the Tahoe Valley Area Plan planning horizon is not expected to make a considerable contribution to global climate change. Thus this impact is considered **less than significant**.

Additional consideration is applied below to those resources that could result in more localized cumulative effects, including noise, geologic hazards, scenic resources, and recreation.

Traffic

The Tahoe Valley Area Plan amendment would not alter, revise or conflict with applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Consistent with the Regional Plan, development and redevelopment associated with the Tahoe Valley Area Plan as a whole, and individual projects therein, that would generate a net increase of 650 average daily VMT or more would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. For any new VMT that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring an applicant to contribute to the Mobility Mitigation Fund. The mobility mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Furthermore, all individual projects would be required to meet all applicable LOS standards for roadways and intersection standards. For these reasons the Tahoe Valley Area Plan, as amended would not contribute to an increase in traffic levels that results in cumulatively adverse impacts. Thus, this impact is **less than significant**.

Water Quality

The Tahoe Valley Area Plan potential effect on water quality was discussed above in response to Questions 82-102. All new development and redevelopment within the Tahoe Valley plan area as amended would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin. Therefore, new development within the Tahoe Valley plan area is not expected to cumulatively create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system. Thus, this impact is **less than significant**.

Cultural Resources

Because federal and state regulations, the TRPA Code (Chapter 67) and General Plan Policies (CSLT 2010, pp. NCR-6 trough NCR-7) address protection of these resources and provide processes to avoid or minimize

impacts to historic and archaeological resources and any development associated with the Tahoe Valley Area Plan would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, it would not contribute to an adverse cumulative effect on archeological or historical resources. Thus, this impact is **less than significant**.

Noise

The Tahoe Valley Area Plan would continue or strengthen the noise standards currently in effect. In addition, the City and/or TRPA would continue to implement the project specific noise reduction measures described in the Regional Plan EIS, General Plan EIR and the Tahoe Valley Area Plan. For these reasons the Tahoe Valley Area Plan, as amended would not contribute to an adverse cumulative increase in noise levels. Thus, this impact is **less than significant**.

Hazards

Because existing TRPA and City protections are in place, and because project-specific environmental review would be required for all projects, implementation of the Tahoe Valley Area Plan, as amended would not result in increased exposure of people or property to geologic hazards. As part of the 2012 RPU EIS analysis, TRPA conducted an analysis of wildfire risk and its impact on emergency evacuation analysis, considering the amount of growth forecast for the region. This amendment does not propose additional growth, only amendments to area plan boundary, land uses and design standards intended to encourage buildout of the remaining residential and commercial development within the Tahoe Valley Area Plan. As such, the amendments do not exacerbate previously identified wildfire risk from the buildout development of new residential housing. The proposed amendments are focused on town centers and areas immediately adjacent to town centers, where wildfire danger is inherently less because these areas are further from the wildland-urban interface, and there is more defensible space and urban development (e.g., pavement). New housing developments and commercial buildings that may be facilitated by the amendments are still subject to local building standards that are written to ensure structures can withstand fire and be used to shelter in place. Thus, this impact is **less than significant**.

Scenic Resources

Because the Tahoe Valley Area Plan carries forward and strengthens the existing scenic protections, and because all permitted projects would continue to meet the TRPA scenic threshold non-degradation standard, the Tahoe Valley Area Plan, as amended would not contribute to an adverse cumulative effect on scenic resources. Thus, this impact is **less than significant**.

Recreation

The Tahoe Valley Area Plan protects existing recreational resources and provides for the development of increased recreation opportunities through the construction of a bike paths and lanes. Implementation of the Tahoe Valley Area Plan would be consistent with land use changes and policies contemplated and analyzed in the General Plan EIR, including their potential to contribute to cumulative environmental effects. Because all permitted projects would continue to meet the TRPA recreation threshold non-degradation standard, the Tahoe Valley Area Plan, as amended would not contribute to an adverse cumulative effect on recreation resources. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**172. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XVIIIc)**

As described above in question 171, projects permitted through the Tahoe Valley Area Plan would require project-level environmental review and 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 Tahoe Valley Area Plan, as amended 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.**

**173. 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? (TRPA 21a)**

See analysis in Question 171 that concludes implementation of the Tahoe Valley Area Plan would be consistent with land use changes and policies contemplated and analyzed in the RPU EIS, including their potential to contribute to cumulative environmental effects. This discussion of cumulative effects tiers from the cumulative impact discussion included in the RPU EIS. Additionally, the RPU EIS identified resources with localized cumulative issues such as noise, geologic hazards, scenic impacts, and recreation impacts, which were further analyzed in this IS/IEC and were not found to have adverse cumulative effects. Therefore, the Tahoe Valley Area Plan, as amended and the cumulative projects contemplated in the RPU EIS would not result in a considerable contribution to cumulative adverse conditions. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**174. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (TRPA 21b)**

The TRPA Regional Plan is a broad suite of policies, ordinances, and land use controls designed specifically to achieve long-term environmental goals. The Tahoe Valley 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 (e.g., the TC-G, TC-C, TC-MUC and TC-HC zoning districts), 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 Tahoe Valley 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 Tahoe Valley Area Plan. However, as described in Section 5.4 of the RPU EIS, the Regional Plan will be implemented through projects that would have short-term effects, but through which long-term term environmental goals will be achieved.

The potential development permitted through the Tahoe Valley Area Plan, as amended could commit raw land to new development resulting in permanent alterations to soils, habitats, and land uses.

Development in accordance with RPU and Tahoe Valley 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, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**.

**175. 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?) (TRPA 21c)**

See analysis in Question 171 that concludes implementation of the Tahoe Valley Area Plan would be consistent with land use changes and policies contemplated and analyzed in the RPU EIS, including their potential to contribute to cumulative environmental effects.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

**176. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)**

See discussion and analysis for Question 172 above that concludes that projects permitted through the Tahoe Valley Area Plan would require project-level environmental review and 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 Tahoe Valley Area Plan, as amended 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.**

## 5.5 CERTIFICATION [TRPA ONLY]

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

**Signature:**

| | at | |
|---|---|---|
| Person preparing application | County | Date |

## 5.6 REFERENCES

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CDFG. *See* California Department of Fish and Game

California Department of Fish and Game (CDFG). Rarefind - California Natural Diversity Data Base (CNDDB). California Department of Fish and Game Special-status Species database search for the *Emerald Bay* USGS 7.5-minute quadrangle and the surrounding quadrangles (Homewood, Meeks Bay, Rockbound Valley, South Lake Tahoe, Pyramid Peak, Echo Lake, and Freel Peak).

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# FINAL INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

(State Clearinghouse #2024031020)

for the

## TAHOE VALLEY AREA PLAN AMENDMENT

Prepared for
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

Prepared by
Hauge Brueck & Associates
www.haugebrueck.com

April 30, 2024

# TABLE OF CONTENTS

**1.0 SUMMARY AND FINDINGS ..... 1**

**2.0 APPROVAL OF THE IS/MND ..... 4**

**3.0 RESPONSE TO COMMENTS ..... 5**

**4.0 TEXT MODIFICATIONS TO THE INITIAL STUDY ..... 8**

**ATTACHMENT A MITIGATION MONITORING AND REPORTING PROGRAM**

**ATTACHMENT B COMMENT LETTERS**

# 1.0 SUMMARY AND FINDINGS

**Project:** Tahoe Valley Area Plan Amendment
(SCH# 2024031020)

**Lead Agency:** City of South Lake Tahoe

## Project Contact:

Questions or comments regarding this document may be addressed to:

Anna Kashuba
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150
Phone: (530) 542-7405
Email: akashuba@cityofslt.us

## Project Description:

This Initial Study (IS) has been prepared to address the potential environmental effects of the Tahoe Valley Area Plan (TVAP) Amendment, located in the City of South Lake Tahoe, California. An Initial Study is a preliminary environmental analysis that is used by the California Environmental Quality Act (CEQA) lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. The IS has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §21000 et seq. The City of South Lake Tahoe is the CEQA lead agency for this project. This IS evaluates the potential for the Area Plan Amendment to adversely affect the physical environment, and is an informational document that provides the City, other public agencies, interested parties and the public with an objective assessment of the potential environmental impacts that could result from project implementation.

The proposed project is an update to the Tahoe Valley Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The proposed amendments would expand the Area Plan boundary to incorporate parcels fronting US Highway 50 from the existing boundary line south to H Street, plus APNs 032-161-012, 032-161-013, 032-161-009, and 032-161-008 (previously PAS 114). The addition of these parcels as the Emerald Bay Connection Corridor District would increase opportunity for residential development near a town center and provide additional transit opportunities for residents. Second, seven parcels fronting Melba Drive would be added so that the area plan is contained in this corner by the intersection of E Street and Melba Drive (previously PAS 114). This area was identified as having high redevelopment potential, which may be incentivized by the benefits of being in an area plan Town Center. The third area of expansion is in the northeast corner of the Area Plan. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave would be included up until the existing area plan boundary, in addition to 023-221-020 north of Eloise Ave (previously PAS 111). In addition to the boundary amendments described above, other changes are proposed as documented in IS Chapter 2.

## Finding:

An Initial Study/Mitigated Negative Declaration (IS/MND) 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 after implementation of mitigation measures. 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, 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. Mitigation is required to avoid or reduce potentially significant impacts related to hydrology/water quality and hazards/hazardous materials.

The following mitigation measures have been incorporated in the Project by the City of South Lake Tahoe to avoid or minimize environmental impacts. These mitigation measures were developed during the environmental analysis prepared for the original TVAP adoption in 2015. Implementation of these mitigation measures would avoid or reduce the environmental impacts of the proposed project to a less-than-significant level. These measures are included in the Mitigation Monitoring and Reporting Program (Attachment A).

**Mitigation Measure HAZ-1**

Require all subsequent projects that would be located on sites suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations. The City and TRPA shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City and TRPA approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.

**Mitigation Measure HAZ-2**

Subsequent projects that meet the definition of a "Possible Contaminating Activity" under Section 60.3.5 of the TRPA Code of Ordinances shall demonstrate compliance with the findings and requirements under Section 60.3.3.D of the TRPA Code of Ordinances and demonstrate that adequate protections are in place to avoid soil and groundwater contamination and protect public health of area residents. This demonstration shall be required prior to subsequent project approvals and implemented as part of project design.

**Mitigation Measure HAZ-3**

Subsequent projects shall incorporate all fire protection and design provisions identified by the South Lake Tahoe Fire Department intended to improve access point(s) and circulation of the subsequent project sites and the overall area in combination with other fire protection requirements (defensible space, fire flow improvements, fire resistant building materials, landscape treatments, placement of hydrants, and installation of sprinklers). The South Lake Tahoe Fire Department shall review and approve the subsequent project site design prior to commencement of project construction.

**Mitigation Measure HAZ-4**

Subsequent projects shall be required to prepare and receive approval of a Traffic Management Plan (TMP) in accordance with local and state guidelines and standards, including Caltrans Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin (as applicable). Approval of the TMP shall be obtained from the City and Caltrans (if TMP impacts US 50 or SR 89) prior to site disturbance. Provisions in the TMP shall include, but are not limited to:

- Reduction, to the extent feasible, the number of vehicles (construction and other) on the roadways adjacent to construction sites during project construction.
- Reduction, to the extent feasible, the interaction between construction equipment and other vehicles.
- Improvement and maintenance of public safety aimed at driver and roadway safety.
- Establishment and/or maintenance of safe routes through the project area for bicycles and pedestrians.
- Establishment and/or maintenance of adequate emergency access for police, fire, ambulance, and other emergency service vehicles – as determined through direct consultation with those service providers.

**Mitigation Measure HYD-1**

As part of soil/hydrologic investigations for subsequent development and activities in the Tahoe Valley plan area, TRPA and the City will require that a determination of the potential to encounter groundwater from site development may occur. Subsequent project stormwater pollution prevention plans (SWPPP) will include a dewatering program and measures to mitigate potential contamination of groundwater as well as design provisions to allow groundwater to flow through or around underground structures. Measures to control water quality may include use of settling tanks and Active Treatment Systems (ATS) for treatment of dewatering as well as contamination prevention measures such as proper material storage, secondary containment systems, vehicle fluid drip pans, temporary berms or dikes to isolate construction activities, use of vacuum trucks, and other measures to capture contamination releases.

**Mitigation Measure HYD-2**

The City and TRPA shall consult with the Lahontan Regional Water Quality Control Board and online Geotracker Database to determine the potential for hazardous material releases on property where BMP installation is proposed prior to issuance of permits, approving the installation of BMPs. Where City and/or TRPA staff determines a potential to exist, the property is required to tie into an existing area-wide system if one is available in lieu of parcel specific BMPs. Where an area-wide system is not available, the site shall be deemed constrained, per TRPA Code 60.4.8.B, until the time that an area-wide system is available or the site has been remediated and closed by the Water Quality Control Board.

# 2.0 APPROVAL OF THE IS/MND

Certification by Those Responsible for Preparation of this Document. The City of South Lake Tahoe has been responsible for the preparation of this mitigated 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/mitigation measures that will assure the project does not have any significant, adverse effects on the environment. I recommend approval of this document.

John Hitchcock Digitally signed by John Hitchcock Date: 2024.05.01 08:09:58 -07'00' May 1, 2024

John Hitchcock, Planning Manager Date
City of South Lake Tahoe

# 3.0 RESPONSE TO COMMENTS

The Draft IS was circulated for public review and comment between March 27, 2024 and April 26, 2024. A Notice of Intent to adopt a Mitigated 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.

Comments in the form of two letters were received from Wells Barnett Associates and Caltrans District 3 on the Draft IS. The following pages provide a formal response to the comments contained within each letter/email. A list of those who offered comments is provided below:

## Comments Received by Date

1. A. Lyn Barnett, AICP, Wells Barnett Associates, LLC – 04/22/24
2. Gary Arnold, Branch Chief, Caltrans District 2 – 4/29/24

## Comments and Responses

Each unique comment on the content of the IS/IEC is provided below, followed by a response to the full comment. Attachment B provides a copy of the comment letters as numbered.

### 1. A. Lyn Barnett, 04/22/24 Letter

**Comment 1**
This office represents the South Tahoe Association of Realtors (STAOR) whose office at 2307 James Avenue is located in an area proposed for inclusion into the TVAP and rezoned to Town Center – Neighborhood Professional (TC-NP). In past permits, STOAR was verified as a "membership organization" by the City of South Lake Tahoe and the Tahoe Regional Planning Agency (TRPA). Membership organizations are public service uses and are currently "allowed" in the existing zoning for the STAOR property (Plan Area Statement 111, Special Area 2) and also in the proposed TC-NP zone in the updated TVAP. The new TC-NP zone also includes "local assembly and entertainment" as a special use. This public service designation would allow STAOR to apply for a special use permit to rent their underutilized meeting hall to organizations and groups of people beyond what is currently allowed an exempt temporary activity in accordance with Subsection 2.3.5 of the TRPA Code of Ordinances. We support the proposed TVAP amendments for this reason.

**Response 1**
Comment noted.

**Comment 2**
We have reviewed the draft Tahoe Valley Area Plan Amendment Initial Study/Initial Environmental Checklist dated March 2024 and concur with its analysis. Please note, however, that we recommend that the following corrections be made to Figure 2 on page 8:

1. The existing use of the STAOR property should be "public/quasi-public" rather than "commercial," as currently mapped, and
2. The legend should be corrected so that existing multi-family uses (currently marked as yellow) match the multi-family uses illustrated in the map (shown as brown)."

**Response 2**
Figure 2 has been revised to correct the land use for the STAOR property and the error in the legend.

## 2. Caltrans, 04/29/24 Letter

**Comment 1**
Highway Operations / Traffic Safety
The SLT Wye is the intersection with the highest amount of conflicting traffic as the intersection of two state highways. A Traffic Impact Study and VMT analysis will be needed to analyze the impact on US 50 and on SR 89. Queuing and operational analysis will be needed for proposed changes to the intersection and the affected highways of this plan.

**Response 1**
The Initial Study documents the need for future study of the state highways and the Wye intersection when the potential for increased traffic would result from future Area Plan development. Mitigation measure HAZ-4 includes the requirement to prepare a Traffic Management Plan (TMP) to management construction traffic for projects located on California state highways. The analysis prepared for question 141 (page 186) documents that future projects that would generate a net increase of 1,300 vehicle miles traveled (VMT) or more would be required to prepare a project-level traffic analyses per TRPA Code. Further, on page 187 that analysis states "Any subsequent project implemented under the Tahoe Valley Area Plan that would not meet screening criteria for VMT (Code Section 65.2.3.D) would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B of the TRPA Code. Any impacts that exceed VMT standards of significance (Table 65.2.3-1) would require mitigation at a project level. Finally, regarding proposed transportation or traffic related facility improvements within the Area Plan, page 192 states "all transportation and traffic related facilities proposed in the Tahoe Valley Area Plan would conform to the appropriate federal, state and local roadway, sidewalk intersection design standards (e.g., ASHTOO, MUTCD, Caltrans Highway Design Manual and City Roadway Design Standards) for public health and safety reasons."

**Comment 2**
Right of Way
If any of the development abuts State right of way (ROW), plans will need to delineate and clearly identify our state ROW along with all proposed improvements within our ROW, mapping can be obtained by contacting the district 3 ROW Map counter at: d3rwmaprequest@dot.ca.gov. Applicant or their representatives may also need to identify any possible vulnerable survey monuments in the development area that will need to be preserved and/or perpetuated, as required by PE Act 6731.2 and PLS Act 8771.

**Response 2**
Comment noted. Future Area Plan development will comply with applicable right of way regulations.

**Comment 3**
Hydraulics
Tahoe Valley Plan area is in the southwestern portion of the city of South Lake Tahoe. Regional access to the plan area is provided by US 50 and California SR 89. The Area Plan Boundary is going to be expanded to the southwest to include parcels fronting US 50.

Based on the information as provided, there should not be any immediate effect on existing drainage facilities for inclusion of the mentioned parcels in TVAP. However, during development process of the new parcels, following new land coverage, appropriate drainage facilities should be provided to avoid any flooding or ponding of run off in the State Highways.

There should not be any significant concerns to the SHS for implementing the proposed project.

**Response 3**
Comment noted. Future Area Plan development will comply with TRPA stormwater management ordinances to protect state facilities from site drainage.

**Comment 4**
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.

**Response 4**
Comment noted.

# 4.0 TEXT MODIFICATIONS TO THE INITIAL STUDY

The following changes to the IS dated March 2024 have been made based on public comment on the IS. **Bold/Underlined** text is new text that has been added to the IS. Text that is shown in ~~strikeout~~ has been removed from the IS.

Figure 2 (below) has been revised to correct the existing land use for the STAOR property on James Avenue and the error in the legend.

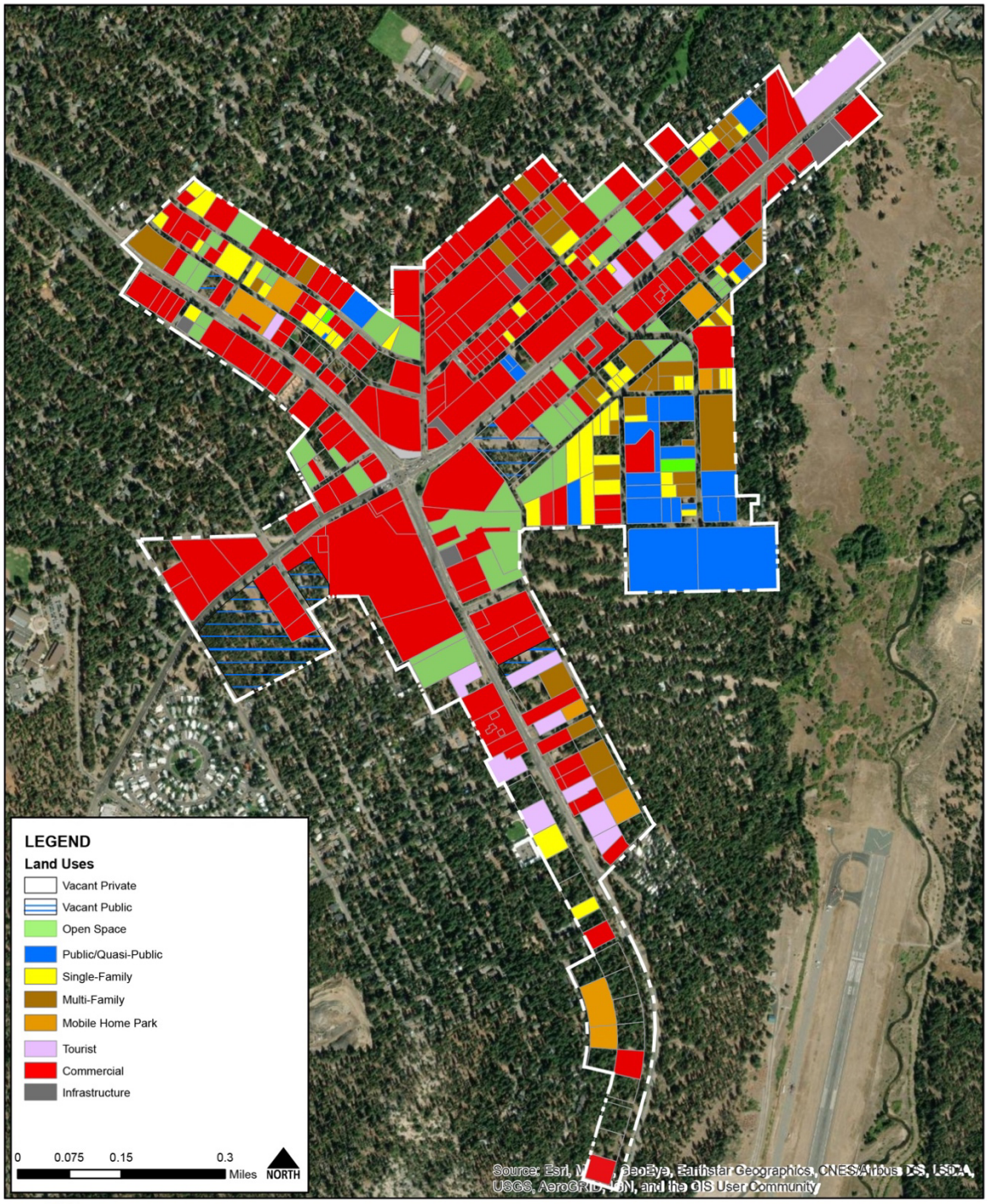



**Figure 2**
Existing Land Uses
April 2023

# ATTACHMENT A MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) for the Tahoe Valley Area Plan Amendment is provided in Table A-1 and prepared in compliance with requirements of California Public Resources Code Section 21081.6 and Section 15097 of the California Environmental Quality Act Guidelines. In general, the City of South Lake Tahoe shall be responsible for implementing and monitoring the measures identified below. Table A-1 describes each mitigation measure and identifies the responsible agency, timing, and monitoring requirements.

## Table A-1

Mitigation Monitoring and Reporting Program Checklist for TVAP Amendment

| Mitigation Measure Description | Monitoring Responsibility | Timing | Monitoring Requirement |
|---|---|---|---|
| Mitigation Measure HAZ-1<br>Require all subsequent projects that would be located on sites suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations. The City and TRPA shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to the City and TRPA approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.<br>ses proposed prior to the City and TRPA approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses. | City of South Lake Tahoe | Prior to issuance of permits for site development | Written confirmation of compliance with applicable regulations |
| Mitigation Measure HAZ-2<br>Subsequent projects that meet the definition of a “Possible Contaminating Activity” under Section 60.3.5 of the TRPA Code of Ordinances shall demonstrate compliance with the findings and | City of South Lake Tahoe | Prior to issuance of permits for | Written confirmation of compliance with |

| Mitigation Measure Description | Monitoring Responsibility | Timing | Monitoring Requirement |
|---|---|---|---|
| requirements under Section 60.3.3.D of the TRPA Code of Ordinances and demonstrate that adequate protections are in place to avoid soil and groundwater contamination and protect public health of area residents. This demonstration shall be required prior to subsequent project approvals and implemented as part of project design.<br>gn. | | site development | applicable regulations |
| Mitigation Measure HAZ-3<br>Subsequent projects shall incorporate all fire protection and design provisions identified by the South Lake Tahoe Fire Department intended to improve access point(s) and circulation of the subsequent project sites and the overall area in combination with other fire protection requirements (defensible space, fire flow improvements, fire resistant building materials, landscape treatments, placement of hydrants, and installation of sprinklers). The South Lake Tahoe Fire Department shall review and approve the subsequent project site design prior to commencement of project construction.<br>subsequent project site design prior to commencement of project construction. | City of South Lake Tahoe Fire Department | Prior to project construction | Written confirmation of compliance with applicable regulations |
| Mitigation Measure HAZ-4<br>Subsequent projects shall be required to prepare and receive approval of a Traffic Management Plan (TMP) in accordance with local and state guidelines and standards, including Caltrans Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin (as applicable). Approval of the TMP shall be obtained from the City and Caltrans (if TMP impacts US 50 or SR 89) prior to site disturbance. Provisions in the TMP shall include, but are not limited to:<br>• Reduction, to the extent feasible, the number of vehicles (construction and other) on the roadways adjacent to construction sites during project construction.<br>the number of vehicles (construction and other) on the roadways adjacent to construction sites during project construction.<br>• Reduction, to the extent feasible, the interaction between construction equipment and other vehicles.<br>• Improvement and maintenance of public safety aimed at driver and roadway safety.<br>• Establishment and/or maintenance of safe routes through the project area for bicycles and pedestrians.<br>• Establishment and/or maintenance of adequate emergency access for police, fire, ambulance, and other emergency service vehicles – as determined through direct consultation with those service providers. | City of South Lake Tahoe | Prior to project construction | Written confirmation of compliance with applicable regulations |

| Mitigation Measure Description | Monitoring Responsibility | Timing | Monitoring Requirement |
|---|---|---|---|
| Mitigation Measure HYD-1<br>As part of soil/hydrologic investigations for subsequent development and activities in the Tahoe Valley plan area, TRPA and the City will require that a determination of the potential to encounter groundwater from site development may occur. Subsequent project stormwater pollution prevention plans (SWPPP) will include a dewatering program and measures to mitigate potential contamination of groundwater as well as design provisions to allow groundwater to flow through or around underground structures. Measures to control water quality may include use of settling tanks and Active Treatment Systems (ATS) for treatment of dewatering as well as contamination prevention measures such as proper material storage, secondary containment systems, vehicle fluid drip pans, temporary berms or dikes to isolate construction activities, use of vacuum trucks, and other measures to capture contamination releases.<br>s to control water quality may include use of settling tanks and Active Treatment Systems (ATS) for treatment of dewatering as well as contamination prevention measures such as proper material storage, secondary containment systems, vehicle fluid drip pans, temporary berms or dikes to isolate construction activities, use of vacuum trucks, and other measures to capture contamination releases. | City of South Lake Tahoe | Prior to issuance of permits for site development | Written confirmation of compliance with applicable regulations |
| Mitigation Measure HYD-2<br>The City and TRPA shall consult with the Lahontan Regional Water Quality Control Board and online Geotracker Database to determine the potential for hazardous material releases on property where BMP installation is proposed prior to issuance of permits, approving the installation of BMPs. Where City and/or TRPA staff determines a potential to exist, the property is required to tie into an existing area-wide system if one is available in lieu of parcel specific BMPs. Where an area-wide system is not available, the site shall be deemed constrained, per TRPA Code 60.4.8.B, until the time that an area-wide system is available or the site has been remediated and closed by the Water Quality Control Board. | City of South Lake Tahoe | Prior to issuance of permits for site development | Written confirmation of compliance with applicable regulations |

# ATTACHMENT B COMMENT LETTERS

WELLS BARNETT ASSOCIATES
PLANNING + ECONOMICS

April 22, 2024

Anna Kashuba, Senior Planner
Development Services Department
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, California 96150

*Sent via Email*

Subject: Comments on Draft Tahoe Valley Area Plan Amendment Initial Study/Initial Environmental Checklist dated March 2024

Dear Ms. Kashuba:

Thank you for the opportunity to comment on the subject draft environmental document for proposed updates to the Tahoe Valley Area Plan (TVAP). This office represents the South Tahoe Association of Realtors (STAOR) whose office at 2307 James Avenue is located in an area proposed for inclusion into the TVAP and rezoned to Town Center – Neighborhood Professional (TC-NP).

**1** In past permits, STOAR was verified as a "membership organization" by the City of South Lake Tahoe and the Tahoe Regional Planning Agency (TRPA). Membership organizations are public service uses and are currently "allowed" in the existing zoning for the STAOR property (Plan Area Statement 111, Special Area 2) and also in the proposed TC-NP zone in the updated TVAP. The new TC-NP zone also includes "local assembly and entertainment" as a special use. This public service designation would allow STAOR to apply for a special use permit to rent their underutilized meeting hall to organizations and groups of people beyond what is currently allowed an exempt temporary activity in accordance with Subsection 2.3.5 of the TRPA Code of Ordinances. We support the proposed TVAP amendments for this reason.

**2** We have reviewed the draft *Tahoe Valley Area Plan Amendment Initial Study/Initial Environmental Checklist* dated March 2024 and concur with its analysis. Please note, however, that we recommend that the following corrections be made to Figure 2 on page 8:

1. The existing use of the STAOR property should be "public/quasi-public" rather than "commercial," as currently mapped, and
2. The legend should be corrected so that existing multi-family uses (currently marked as yellow) match the multi-family uses illustrated in the map (shown as brown).

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310 Dorla Court, Suite 100
Zephyr Cove, NV 89448

Thank you again for considering our comments on the proposed Initial Study/Initial Environmental Checklist for updates to the TVAP.

Sincerely,



A. Lyn Barnett, AICP
Senior Principal
WELLS BARNETT ASSOCIATES, LLC

Copy: STAOR

**California Department of Transportation**

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401
www.dot.ca.gov

April 29, 2024

GTS# 03-ED-2024-00297
SCH# 2024031020

Ms. Anna Kashuba
Senior Planner
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

**Tahoe Valley Area Plan Amendments**

Dear Ms. 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 Tahoe Valley Area Plan is located in the southwestern portion of the City of South Lake Tahoe, California. Regional access to the Tahoe Valley plan area is provided by US Highway 50 (US 50) and State Route (SR) 89. The Tahoe Valley Area Plan serves as the gateway for the City of South Lake Tahoe for travelers heading south on SR 89 and east on US 50. The Tahoe Valley Area Plan, as initially adopted, was located within PAS 110, South Y, and the parcel located at 1117 Bonanza Avenue Emerald Bay Road within PAS 114, Bonanza, Special Area #1. The Area Plan Boundary shall be expanded to the southwest to include parcels fronting US 50 from the existing boundary line south to H Street. Seven parcel fronting Melba Drive shall be added so that the Area Plan is contained in this corner by the intersection of E Street and Melba Drive. The third area of expansion is in the northeast corner of the Area Plan. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave shall be included up until the existing Area Plan boundary, in addition to north of Eloise Ave.

The City of South Lake Tahoe proposes numerous amendments to the TVAP, specifically:

- Expand the Area Plan boundary to incorporate a new Emerald Bay Connection Corridor District (17.5 acres) to the south of the current boundary and add parcels fronting Melba Drive and parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave to the Town Center (11.5 acres).
- Update various area plan sections: land use, community design and housing; revitalization and economic development; development/design standards; and incorporate general changes throughout to improve consistency with state laws and other existing plans.

The amended plan will serve as a mutual plan for the City of South Lake Tahoe and TRPA by providing direction for how the applicable area shall be regulated to achieve regional environmental and land use objectives. The development standards and the specific policies referenced in the amendments are the land use standards intended to administer and regulate development within the 374-acre boundary of the TVAP Based on the Mitigated Negative Declaration documents provided, Caltrans has the following requests and recommendations:

**Highway Operations / Traffic Safety**

Increasing walkability and bikeability of the location is an admirable goal, but until the tens of thousands of tourists who visit the South Lake Tahoe area each year become full time residents of the South Lake Tahoe area, they will continue to drive their cars to come visit. The SLT Wye is the intersection with the highest amount of conflicting traffic as the intersection of two state highways. Unless and until a different route in and out of the south shore area with similar capacity becomes available, the intersection needs to be able to handle these large volumes of tourist, local, and interregional traffic. This is a primary truck route into and through SLT so bear this in mind with your active transportation improvements. A Traffic Impact Study and VMT analysis will be needed to analyze the impact on US 50 and on SR 89. Queuing and operational analysis will be needed for proposed changes to the intersection and the affected highways of this plan. 1

**Right of Way**

If any of the development abuts State right of way (ROW), plans will need to delineate and clearly identify our state ROW along with all proposed improvements within our ROW, mapping can be obtained by contacting the district 3 ROW Map counter at: d3rwmaprequest@dot.ca.gov. Applicant or their representatives may also need to identify any possible vulnerable survey monuments in the development area that will need to be preserved and/or perpetuated, as required by PE Act 6731.2 and PLS Act 8771. 2

**Hydraulics**

Tahoe Valley Plan area is in the southwestern portion of the city of South Lake Tahoe. Regional access to the plan area is provided by US 50 and California SR 89. The Area Plan Boundary is going to be expanded to the southwest to include parcels fronting US 50.

Out of total 29.0 acres of newly incorporated parcels, 'Land Use' of 23 new parcels, totaling 11.5 acres of land, have been amendment with proposed changes to density, height, and land coverage limits. Before inclusion in the TVAP, those parcels were approved for 30% land coverage whereas per revised zoning the land coverage area increased to 70%. That is increased coverage area has been increased by 40% which is about 4.6 acre (200,000 SQF). This means the 200,000 SQF of impervious area will be increased due to this amendment after future development. However, as shown in Figure 3, only little portion of the newly incorporated parcels are directly connected to US 50 or SR 89. So, the possibility of drainage impact on State Highways is very slim.

3

It is also mentioned in Section 82 of the Initial Study Report, '…. there is no net increase within the basin' due to this amendment of Area Plan. In addition, as shown in Table 27 of Section 5.4.11 (Hydrology and Water Quality), none of the 'CEQA Environmental Checklist Items', has any 'Potentially Significant Impact' due to inclusion of new parcels in Plan Area.

Based on the information as provided, there should not be any immediate effect on existing drainage facilities for inclusion of the mentioned parcels in TVAP. However, during development process of the new parcels, following new land coverage, appropriate drainage facilities should be provided to avoid any flooding or ponding of run off in the State Highways.

There should not be any significant concerns to the SHS for implementing the proposed project.

**Encroachment Permit**

4

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:

Hikmat Bsaibess
California Department of Transportation District 3, Office of Permits
703 B Street
Marysville, CA 95901

Please provide our office with copies of any further actions regarding this project. 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,

GARY ARNOLD, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3



# Tahoe Valley Area Plan/Specific Plan

**Linking Neighborhoods❖Building Community❖Promoting Recreation**

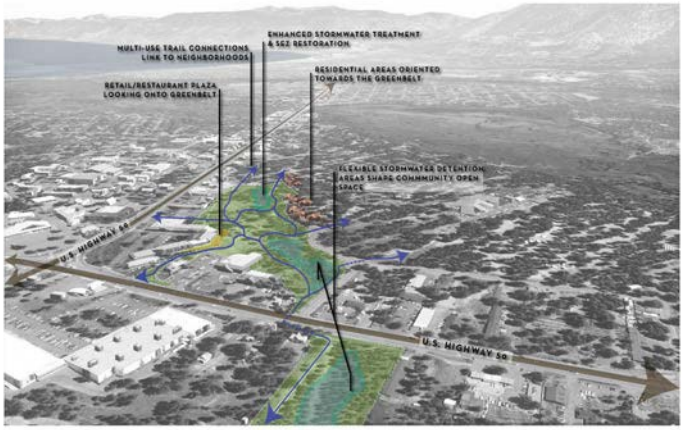
July 22, 2015 • Amended August 28, 2024





CITY OF SOUTH LAKE TAHOE 50th 1965 2015 ANNIVERSARY CALIFORNIA

TAHOE REGIONAL PLANNING AGENCY




**FINAL**

1625

# TAHOE VALLEY AREA PLAN/SPECIFIC PLAN

## City of South Lake Tahoe

**Adopted by the City of South Lake Tahoe City Council on June 2, 2015**

**Adopted by the Tahoe Regional Planning Agency on July 22, 2015**

**Amendment by the City of South Lake Tahoe City Council on June 18, 2024**

**Amendment by the Tahoe Regional Planning Agency on August 28, 2024**

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**Strategic Growth Council**
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# Table of Contents

**Section 1 INTRODUCTION ..... 1**
1.1 Relationship to the Tahoe Valley Community Plan ..... 2
1.2 Area Plan Adoption ..... 2
1.3 Organization of the Area Plan ..... 4

**Section 2 LEGAL AUTHORITY AND REGULATORY SETTING ..... 7**
2.1 Tahoe Regional Planning Agency ..... 7
2.2 State of California ..... 9
2.3 City of South Lake Tahoe ..... 9

**Section 3 EXISTING CONDITIONS ..... 15**
3.1 Economic Conditions ..... 15
3.2 Land Use ..... 15
3.3 Transportation and Circulation ..... 21
3.4 Public/Quasi Public Facilities and Services ..... 23
3.5 Natural and Cultural Resources ..... 26

**Section 4 VISION AND GUIDING PRINCIPLES ..... 41**
4.1 Visions Statement ..... 41
4.2 Guiding Principles ..... 42

**Section 5 LAND USE AND COMMUNITY DESIGN ..... 43**
5.1 Land Use Districts ..... 43
5.2 Goals and Policies ..... 46
5.3 Development and Design Standards ..... 50

**Section 6 ECONOMIC DEVELOPMENT ..... 53**
6.1 Goals and Policies ..... 53
6.2 Implementation ..... 55

**Section 7 HOUSING ..... 57**
7.1 Goals and Policies ..... 57

**Section 8 TRANSPORTATION AND CIRCULATION ..... 61**
8.1 Goals and Policies ..... 61
8.2 Implementation ..... 65

**Section 9 PUBLIC/QUASI-PUBLIC FACILITIES AND SERVICES ..... 71**
9.1 Goals and Policies ..... 71

**Section 10 NATURAL AND CULTURAL RESOURCES ..... 73**
10.1 Goals and Policies ..... 73
10.2 Implementation ..... 77

**Section 11 RECREATION AND OPEN SPACE ..... 87**
10.1 Goals and Policies ..... 87
10.2 Implementation ..... 90

**Section 12 SAFETY AND NOISE ..... 93**
10.1 Goals and Policies ..... 93

**Section 13 INCENTIVE AND MITIGATION PROGRAMS ..... 97**

**Appendix A – References**

**Appendix B –South Lake Tahoe Design Guidelines (2016)**

**Appendix C – Development and Design Standards**

**Appendix D – City of South Lake Tahoe Green Building Program**

**Figures**

Figure 1 Location Map
Figure 2 TRPA Conceptual Regional Land Use Map
Figure 3 General Plan Land Use Diagram
Figure 4 Existing Land Uses
Figure 5 Lake Tahoe Airport Overflight Safety Zones
Figure 6 Existing Transportation Facilities
Figure 7 Mapped 1987 Land Capability Districts
Figure 8 Existing Land Coverage
Figure 9 Existing Water Quality Improvements
Figure 10 Source Water Assessment Map
Figure 11 Existing Scenic Resources
Figure 12 Zoning Map
Figure 13 Transportation and Circulation Improvements
Figure 14 Proposed Scenic Resources
Figure 15 Amended Mapped Land Capability Districts
Figure 16 Proposed Water Quality Improvements
Figure 17 Conceptual Tahoe Valley Greenbelt
Figure 18 Conceptual Tahoe Valley Greenbelt Illustrations

# SECTION 1
# Introduction



The Tahoe Valley Area Plan (Area Plan) serves as the comprehensive land use and zoning plan for the Tahoe Valley area, consistent with the Lake Tahoe Regional Plan (Regional Plan) and the City of South Lake Tahoe General Plan (General Plan). The Area Plan is intended to realize the community's vision, assist in achieving and maintaining the Tahoe Regional Planning Agency's (TRPA) Environmental Threshold Carrying Capacities, implement the City of South Lake Tahoe Climate Action Plan, implement the Tahoe Metropolitan Planning Organization's (TMPO) Sustainable Communities Strategy, and implement policy direction of both the Regional Plan and General Plan.

The Tahoe Valley Area Plan defines a vision for the future of the Tahoe Valley area. The Tahoe Valley Area Plan planning area (plan area) is a 374-acre area, centered on the US Highway 50 and State Route (SR) 89 "Y" intersection, in the southwest corner of South Lake Tahoe, California. The plan area is roughly bounded by 10$^{th}$ Street on the north, H Street on the south, Truckee Drive on the east, and Julie Lane on the west (Figure 1).

The Tahoe Valley area developed primarily in the 1950s as a commercial corridor for highway travelers. While some of South Lake Tahoe (such as the Stateline/Ski Run area) has been dramatically transformed in the last ten years, the Tahoe Valley area has changed at a slower rate. Examples of significant improvements as a result of private investment in façade improvements and rebuilds include Smart & Final, Goodwill, TJ Maxx, Ernie's Coffee Shop, BevMo, the Crossings, and Coldwell Banker.

This Area Plan establishes a vision for the Tahoe Valley area based on a realistic assessment of the area's potential. The Area Plan sets policies as well as implementation measures to ameliorate existing conditions and create new development and redevelopment opportunities. It describes how this area can focus the resources needed to become a vital economic center of the South Shore and the Tahoe Basin while reflecting Tahoe Valley's unique characteristics and supporting the local community's vision.

The Area Plan provides more detailed direction for the Tahoe Valley area and incorporates both the Regional Plan and the General Plan by reference, including the respective implementing ordinances. The Area Plan integrates these plans to the extent practical to simplify compliance with local and regional requirements, and improve the efficiency of plan administration. It establishes the land use regulations, development standards, implementation strategies, and needed environmental improvements for the area, and encourages new development and redevelopment that enhances the built environment to revitalize the Tahoe Valley community. Renovation of this gateway to the South Shore is important to achieving the City's economic development goals for revitalizing the community, improving infrastructure, and diversifying the local tax base.

## 1.1 Relationship to the Tahoe Valley Community Plan

Tahoe Valley was initially designated a "Preliminary Community Plan" area in the City's 1999 General Plan and TRPA's 1987 Regional Plan. The Tahoe Valley Community Plan was initiated in February 2003 through a joint planning effort by the City and TRPA. That process resulted in the Draft Tahoe Valley Community Plan that was published in March 27, 2007, and presented to the City Council on April 3, 2007. The City retained Pacific Municipal Consultants to prepare an Environmental Impact Report (EIR) on the draft community plan, which was completed in November 2008 but was not circulated. Because TRPA was in the midst of updating their 1987 Regional Plan that had the potential to alter land use regulations and incentives strategies, a decision was made to postpone adoption of the community plan until after an updated Regional Plan was adopted. Subsequently, TRPA adopted an updated Regional Plan in December 2012 that fundamentally changed the community planning process and provided an alternative planning process for local jurisdictions to adopt conforming Area Plans.

## 1.2 Area Plan Adoption

In early summer of 2015, the South Lake Tahoe City Council and TRPA Governing Board held public hearings on the Tahoe Valley Area Plan and, finding it in conformance with the City's General Plan and TRPA's Regional Plan, took action to adopt the plan. This Area Plan supersedes Plan Area Statement (PAS) #110, "South 'Y'", and portions of PAS 114, "Bonanza" for the purposes of land use regulation for both agencies and will provide management direction for all projects proposed within the plan's boundaries.




**Figure 1**
Tahoe Valley Area Plan Location Map
April 2023

## 1.3 Organization of the Area Plan

Following this Introduction, Section 2 characterizes the legal authority and regulatory setting of South Lake Tahoe. Section 3 provides an overview of the Area Plan's existing conditions and opportunities and constraints for redevelopment and conservation. Section 4 summarizes the plan's vision for the future and guiding principles for development and redevelopment. Sections 5-12 outline the policy direction for the plan, with individual sections on the following:

Section 5 – Land Use and Community Design
This section supplements the Land Use Element of the TRPA Regional Plan, and the Land Use Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to land use and community design, and establishes land use and zoning regulations for the Area Plan.

Section 6 – Economic Development
This section supplements the Economic Development Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to economic development and sustainability to create a vibrant and sustainable local economy.

Section 7 – Housing
This section supplements the Housing Sub-element of the TRPA Regional Plan, and the Housing Element of the City of South Lake Tahoe General Plan. This Section includes the Area Plan's Goals and Policies related to housing to achieve the Plan's vision of increasing the availability of quality workforce housing and affordable housing.

Section 8 – Transportation and Circulation
This section supplements the Transportation Element of the TRPA Regional Plan, TRPA/Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan, and the Transportation and Circulation Element of the City of South Lake Tahoe General Plan. Consistent with these plans, this section lists the specific policies applicable to the Area Plan and describes the improvements necessary to implement these policies.

Section 9 – Public/Quasi-Public Facilities and Services
This section supplements the Public Services and Facilities Element of the TRPA Regional Plan and the Public/Quasi-Public Facilities and Services Element of the City of South Lake Tahoe General Plan. This section identifies public/quasi-public service providers and needed improvement to facilities and services.

Section 10 – Natural and Cultural Resources
This section supplements the Conservation Element of the TRPA Regional Plan and the Natural and Cultural Resources Element of the City of South Lake Tahoe General Plan. It contains the Area Plan's environmental conservation and management strategy. It lists the needed environmental improvements for the Area Plan.

Section 11 – Recreation
This section supplements the Recreation Element of the TRPA Regional Plan and the City of South Lake Tahoe General Plan. It contains the plan's strategy for improving recreational opportunities and identifies proposed recreational improvements within the plan.

Section 12 – Health, Safety, and Noise
This section supplements the Noise Sub-element of the TRPA Regional Plan, and the Health and Safety Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to public health and safety issues.

Section 13 – Incentive Programs
This section supplements the Implementation Element of the TRPA Regional Plan and the Implementation Program of the City of South Lake Tahoe General Plan. It describes public and private sector implementation strategies including capital improvement projects and planning and coordination activities, including a summary of incentives, and the plan reporting and revision process.

Appendix A – References

Appendix B - South Lake Tahoe Design Guidelines (2016)
Appendix B shall supplement Appendix C by providing context for the intent and visual illustrations of the Area Plan's design standards.

Appendix C – Development and Design Standards
Appendix C sets development standards, design standards and permissible uses for the Area Plan's land use districts. The standards are intended to improve the scenic quality of the built environment, promote a sense of place, and support the community's desired community character. Development, redevelopment, or expansions of existing uses will be reviewed by the City or TRPA for consistency with these standards.

Appendix D – City of South Lake Tahoe Green Building Program
Appendix D sets criteria for earning City incentives for incorporating exceptional energy efficiency in new and redeveloped projects.

# SECTION 2
# Legal Authority and Regulatory Setting

The City of South Lake Tahoe plans and regulates within the policy and regulatory framework of both the Tahoe Regional Planning Agency (TRPA) and the State of California. This section describes the policy and regulatory framework for the Tahoe Valley Area Plan.

The purpose of the Tahoe Valley Area Plan is to define land use regulations and guidelines for planning decisions. The Tahoe Valley Area Plan presents principles, goals, policies and implementation strategies designed to encourage redevelopment, create a vibrant walkable pedestrian-oriented community and provide for environmental improvements. The Area Plan is used by the City and TRPA to review specific development proposals in Tahoe Valley. The Plan also provides direction to property owners, community groups, and interested individuals in planning and design of development and redevelopment projects.

The Tahoe Valley Area Plan, once adopted, will become a part of TRPA's Regional Plan and the City of South Lake Tahoe General Plan. The Area Plan will also revise the official zoning map of the City of South Lake Tahoe.

## 2.1 Tahoe Regional Planning Agency

**Regional Plan**

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. The TRPA Regional Plan Goals and Policies serve as a guide for all future land use decisions within the Tahoe Region. 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.
- 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 with adoption of the 2012 Regional Plan.
- 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 TRPA/TMPO 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.

TRPA's Regional Plan Conceptual Land Use Map classifies the majority of Tahoe Valley as Mixed-Use and also designates a portion of the area as Residential, Town Center Overlay, and Stream Restoration Plan Area. TRPA's Regional Conceptual Land Use Map is depicted in Figure 2.

The following descriptions define the intention and purpose of TRPA's land use classification, overlay districts and special designations:

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.

Residential: Residential areas are urban areas having potential to provide housing for the residents of the Region. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public facilities.

Town Centers: 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.

Stream Restoration Plan Area: 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.

**Area Plan**

Area Plans allow for planning that is responsive to the unique circumstances of communities within the Tahoe Region. TRPA and local governments, in close coordination with the local community, may prepare plans for a specific area in conformance with the Regional Plan. The authority and requirements for this Area Plan are provided in Chapter 13 (Area Plans) of the TRPA Code of Ordinances.

**Sustainable Communities Strategies**

California's Senate Bill 375 (SB 375) requires metropolitan planning organizations to develop regional land use and transportation policies to reduce greenhouse gas (GHG) emissions from cars and light trucks in order to meet targets established by the California Air Resources Board's Regional Targets Advisory Committee. SB 375 calls for each metropolitan planning organization to develop a Sustainable Communities Strategy (SCS) identifying the transportation, land use, and housing strategies that will reduce regional GHG emissions. The TRPA/TMPO adopted Regional Transportation Plan serves as the Region's Sustainable Community Strategy Plan.

The Tahoe Valley Area Plan is designed to be consistent with the TRPA Regional Transportation Plan and the SCS by providing a framework for implementing land use and transportation practices to reduce GHG emissions. These strategies include creating a mixed-use, pedestrian and transit-oriented land use pattern, providing for alternative modes of transportation and encouraging a variety of housing types within close proximity to transit, services and employment centers.

## 2.2 State of California

The Tahoe Valley Area Plan is designed to meet State of California requirements for specific plans and to facilitate the implementation of development goals and policies by establishing zoning districts, standards and criteria for development, and to set the distribution, location and extent of planned land uses consistent with the adopted City General Plan.

## 2.3 City of South Lake Tahoe

The City of South Lake Tahoe must adhere to both TRPA plans and regulations adopted pursuant to the Compact and to California State law, to the extent that State laws do not conflict with the Compact. Under the Compact, TRPA addresses general regional matters, while the City retains its power over purely local matters. The City can adopt more strict regulations than TRPA and can regulate matters over which TRPA has no authority.

**General Plan (2011)**

The City of South Lake Tahoe General Plan designation for Tahoe Valley is Town Center (TC). 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. The City's General Land Use Diagram is depicted in Figure 3.

The overall purpose of the Town Center is to:

- Provide for the orderly, well-planned, and balanced growth of the Town Center and support the area's role as an important commercial, tourist, and recreation center that provides full services to residents while appealing to visitors.
- Promote the Town Center as a pedestrian- and transit-oriented, mixed-use activity center and a gateway to an outdoor tourism recreational destination and expand its role as an economic center for residents of South Lake Tahoe.
- Encourage a mix of uses that promotes convenience, economic vitality, and a pleasant quality of life and improve access to a greater range of facilities and services for residents and visitors.
- Establish development and design standards that improve pedestrian- and transit-orientation and the visual quality of development and that will create unified, distinctive, and attractive community character.

The General Plan includes the following policies that are directly applicable to the Tahoe Valley Area Plan:

**Policy LU-2.2** directs the City to periodically update and implement the four community plans, of which Tahoe Valley is one, as a way to focus development commodities and revitalization efforts.

**Policy LU-2.7** directs the City to transform the Tahoe Valley area into an attractive gateway commercial district that serves both residents and visitors.

**Policy LU-2.9** defines Tahoe Valley as one of the City's nodes that is targeted for future development and revitalization.

**Policy LU-2.10** encourages the use of incentives to create a compact, mixed-use, transit-oriented, and higher-density development pattern within the Tahoe Valley area.

**Policy LU-2.11** designates the Tahoe Valley as a primary area in the City for resident-serving commercial uses, workforce housing and affordable housing. Furthermore, the policy encourages transforming the area into a contemporary, pedestrian-oriented, mixed use, commercial service district served by a transit center and alternate transportation opportunities.

**Policy LU-2.13** designates the Tahoe Valley area as a social and economic center that includes a variety of housing types, mixed-use development, recreational or social gathering spaces, cultural uses, civic uses and facilities, and commercial services.

The development of the Tahoe Valley Area Plan is intended to meet the directive of the General Plan policies outlined above.

**Sustainability Plan**

The City of South Lake Tahoe adopted policies for sustainable development and "green" buildings in the Land Use Element of the General Plan. The policies call for creating a sustainable and energy-efficient built environment as a key vision of the City of South Lake Tahoe. The policies provide direction on the use of "green" building technology, energy efficiency, and strategies to achieve sustainable development practices.

The City has implemented specific strategies including providing streamlined permitting to encourage "green" building practices and instituting a plastic bag ban for grocery stores, food vendors, and retail establishments.

**Climate Action Plan**

The City adopted a Climate Action Plan (CAP) in 2020, setting carbon pollution goals for 2030 and 2040. 2030 has been identified as a key milestone year to achieve significant carbon pollution reductions to avoid the worst impacts of climate change. On June 21, 2022, the City officially adopted a science-based carbon pollution target, refining the originally estimated target established in Resolution 2017-026. This target establishes a reduction target of 59.2% from the 2018 baseline levels and aligns with the City's commitment to carbon pollution reduction and renewable energy goals. The CAP outlines a framework consisting of five overarching strategies, each encompassing specific actions. These strategies are categorized as follows: transportation, land use, water and solid waste, carbon sequestration and watershed health, and building energy. Under each strategy, a set of actions is identified to guide the City's efforts in addressing climate change and promoting sustainability.

The Tahoe Valley Area Plan incorporates policy and land use direction to advance CAP strategies to improve public transit, increase the use of electric vehicles, increase walking and biking, encourage high-density mixed-use neighborhoods close to public transit, improve energy efficiency of buildings, reduce wildfire risk, and protect watersheds.

**Plan Area Statements**

Upon its adoption in 2015, the Tahoe Valley Area Plan replaced Plan Area Statement (PAS) 110, "South 'Y'," and a small portion of PAS 114, "Bonanza" (APNs: 32-141-02 and -18).

Updates to the plan in 2023 expanded the Area Plan boundary in three areas. To the southwest, parcels fronting US Highway 50 from the existing boundary line south to H Street, plus APNs 032-161-012, 032-161-013, 032-161-009, and 032-161-008 (previously PAS 114) were incorporated. Seven parcels fronting Melba Drive were added so that the Area Plan is contained in this corner by the intersection of E Street and Melba Drive (previously PAS 114). The third area of expansion was the northeast corner of the plan area. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave shall be included up until the existing Area Plan boundary, in addition to APN 023-221-020 north of Eloise Ave (previously PAS 111).

**Standards and Guidelines**

The City of South Lake Tahoe and TRPA have jointly adopted Standards and Guidelines that include citywide design standards, guidelines, and specific design standards for the three previously adopted Community Plans.

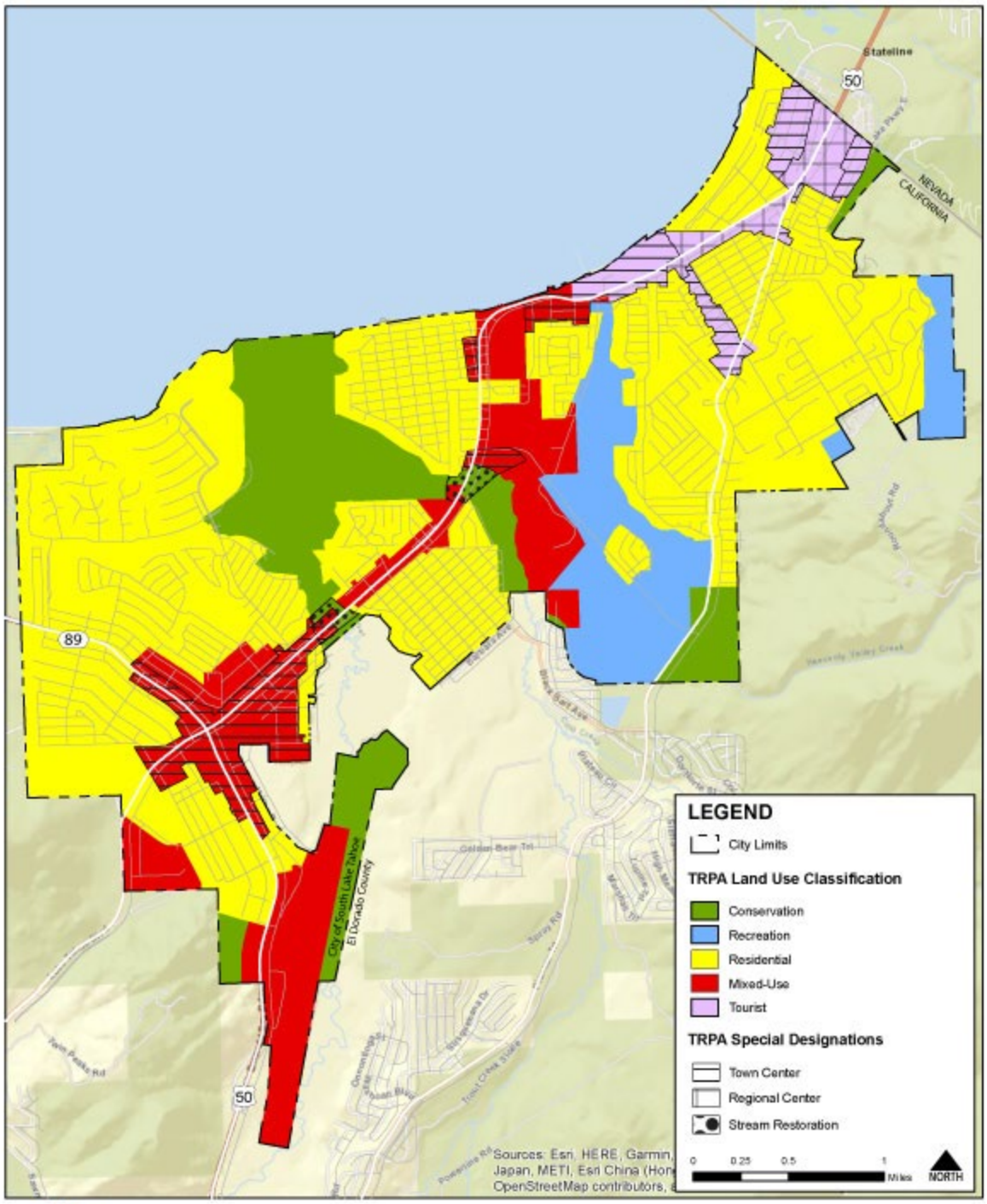
The citywide design standards and guidelines, as well as specific design standards tailored towards the Area Plan are incorporated in the Tahoe Valley Area Plan and will provide design guidance for the plan area.

**Smart Growth Principles**

In August 2005, the South Lake Tahoe City Council endorsed a set of Smart Growth Principles for possible inclusion in the City General Plan for South Lake Tahoe. These principles are organized under the following headings:

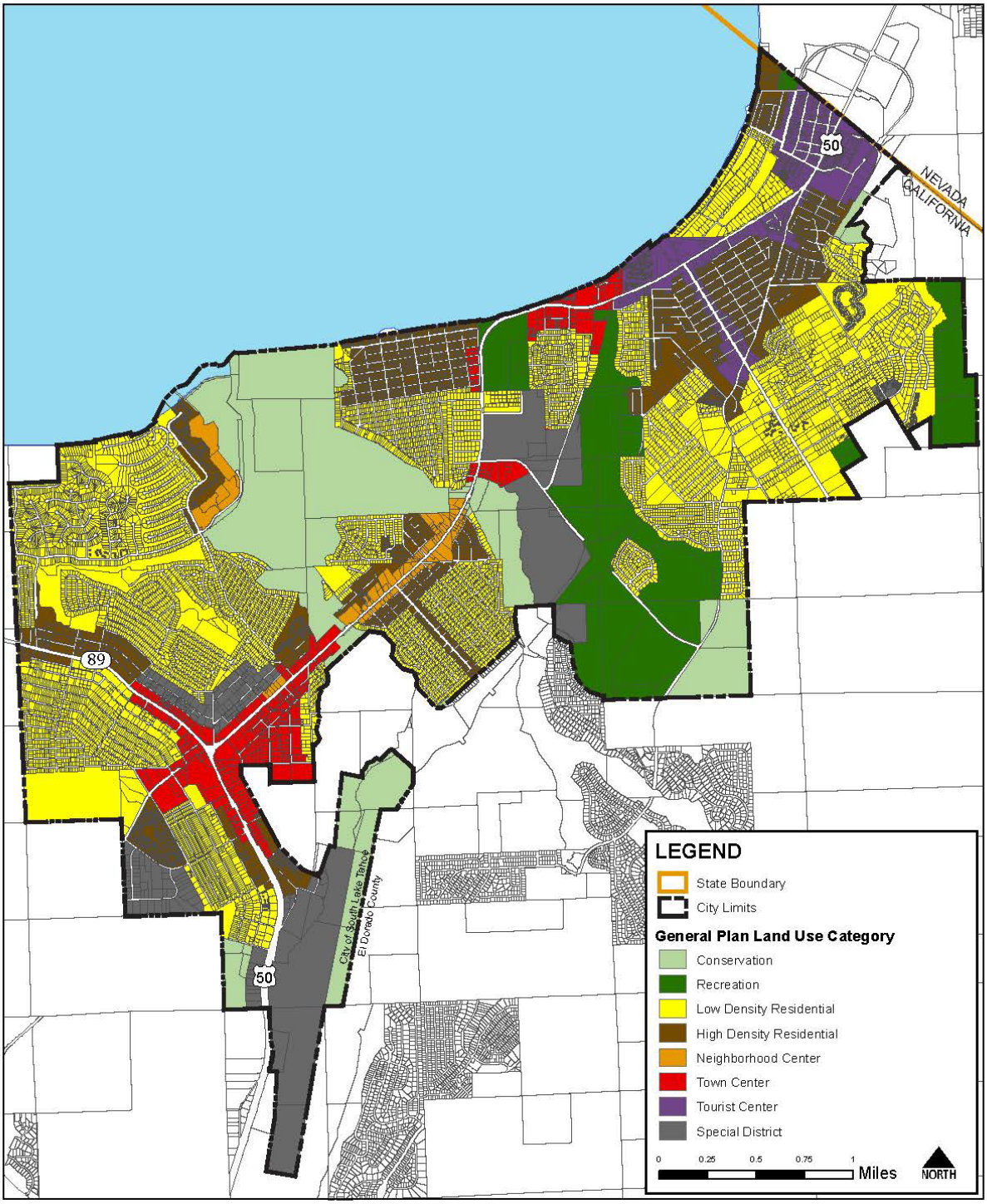
- Land Use
- Transportation
- Community Livability
- Governance

The Tahoe Valley Area Plan is designed to implement the City's smart growth principles by encouraging a land use pattern that focuses on walkable, compact mixed-use centers, with access to transportation choices while preserving open spaces and critical environmental areas.




CITY OF SOUTH LAKE TAHOE

**Figure 2**
Regional Plan Conceptual Land Use Map
April 2023




CITY OF SOUTH LAKE TAHOE

**Figure 3**
General Plan Land Use Diagram
April 2023

# SECTION 3
# Existing Conditions



This section describes the existing physical conditions within the Tahoe Valley plan area, both natural and human made. The Tahoe Valley area has been extensively altered by human activity and development since it was first settled in the late 1800s. The present pattern of development in the area has evolved primarily since the 1950s. The conditions summarized in this section act as opportunities or constraints (or sometimes both) to development, redevelopment, and conservation of resources within the plan area.

This section is organized into the following topics: Land Use, Economic Conditions, Transportation and Circulation, Public/Quasi-Public Facilities and Services, Natural Resources and Cultural Resources, Open Space, and Health and Safety.

## 3.1 Economic Conditions

The economy of South Lake Tahoe is largely dependent upon tourism, which fluctuates seasonally. The lodging industry at the South Shore has experienced substantial difficulties over the past 10 years. The number of annual rooms rented has declined 35 percent. More recently, a slight uptick has been observed in 2010/2011, and reports indicate 2011/2012 also showed slight improvements. However, these figures are still substantially lower than the levels seen in 2001/2002 and before, which translates into less local revenue generated as well as fewer job opportunities. (TTD, 2013).

The Tahoe Valley area is largely dominated by strip commercial development along South Lake Tahoe's key corridor (US 50). Shortcomings of this type of development include the area's many curb cuts for driveways, relatively small and fragmented parcels, stand-alone structures, older motels struggling to be profitable, and lack of continuous sidewalks, bike paths, landscaping, and other amenities. In addition, this type of development pattern is difficult and costly to modify. South Lake Tahoe also has a strict regulatory environment created around the need to protect the environment in the Tahoe Basin, which adds to the challenges of redevelopment.

In summary, there is a clear need to revitalize the physical appearance and accessibility of the area to increase economic activity. The area is in a unique position to capture more local-resident-serving commercial sales, as well as capture more tourist sales.

## 3.2 Land Use

**Neighboring Land Uses**

The Tahoe Valley plan area is bounded on the north, west, and south primarily by residential subdivisions, dating from the 1960s to the 1990s. The plan area is bordered on the east by the Upper Truckee Marsh and to the southeast by the South Lake Tahoe Airport.

**Land Uses**

The plan area is made up of a variety of existing land uses, including residential, commercial, tourist accommodation, industrial, and public service. Table 1 summarizes existing uses within the plan area by acreage, percentage of total acreage, and number of parcels. The plan area encompasses 374 acres and 525 individual parcels (not including existing roadway/infrastructure related parcels) as shown in Figure 4. Tahoe Valley is the gateway neighborhood for South Lake Tahoe, and includes various commercial uses such as clothing stores, factory outlets, automotive supply stores and dealerships, drug and liquor stores, restaurants, and supermarkets. These uses occupy structures ranging in age and physical condition, from the 1890's to present day construction.

When Measure T was passed in 2018, commercially zoned parcels in the Tahoe Valley Area Plan became one of the limited areas in South Lake Tahoe where vacation home rentals are allowed. This exception, however, only applies to commercially zoned properties within the Area Plan as of 2017. Areas later rezoned to commercial are not eligible for vacation home rental permits. Additional restrictions to eligibility for a Vacation Home Rental permit are included in Appendix C.

**Table 1**
**Existing Land Use**

| Land Use | Acres | Percent of Acreage |
|---|---|---|
| Residential | 47.1 | 12.6% |
| Tourist | 13.0 | 3.5% |
| Commercial | 145.3 | 38.9% |
| Public | 19.2 | 5% |
| Quasi-Public | 8.2 | 2.2% |
| Recreation | 3.3 | 0.9% |
| Vacant Private | 31.3 | 8.4% |
| Vacant Public | 15.3 | 4.1% |
| Open Space | 20.2 | 5.4% |
| Roads and Infrastructure | 71.1 | 19.0% |
| **TOTAL** | **374** | **100%** |

Source: TRPA GIS, March 2023.

***Residential***

Based on 2013 TRPA data, the plan area includes a total of 37.2 acres of residential land, of which 16.1 acres are single-family homes, 16.3 acres are multi-family, and 3.8 acres are mobile homes. The area adjacent to the Barton Hospital in particular contains a diverse range of housing types, including single and multi-family dwellings, senior care facilities, and mobile homes. The age and quality of these structures vary widely. The Industrial District contains a number of residential units, which are non-conforming under an industrial designation. The residential units in the plan area, for the most part, tend to be lower-priced rentals rather than owner-occupied housing.

***Non-Residential***

The plan area contains a wide array of commercial uses, most of which are located in commercial centers along the highways. The plan area does have several major commercial centers surrounding the Y intersection. These include a center anchored by Raley's supermarket, The Crossings at Tahoe Valley outlet store center, and commercial retail property occupied by a TJ Maxx. The area east of the Y intersection along Lake Tahoe Boulevard contains a car dealership, hardware store, and a tire sales and repair center.

The plan area also contains a mix of light industrial uses concentrated primarily in the northern part of Tahoe Valley. These uses include small-scale manufacturing, a solid waste transfer and recycling facility, auto repair shops, warehousing, wholesale, and other light industrial service uses. Many of these businesses are adjacent to residential uses.

Public and quasi-public uses are discussed in detail under Public/Quasi-Public Facilities and Services.

***Vacant Lands***

In 2014, approximately 18.1 acres (5.4 percent) of the plan area were vacant and privately owned. These vacant lots are not concentrated in any one part of the plan area, rather they are scattered throughout the plan area. At the time of the 2024 amendments, there were 31.3 acres (8.4%) of vacant private owned land. The main contributor to this increase was the addition of the Emerald Bay Connection Corridor District.

***Publicly-Owned Open Space***

The plan area contains a number of (5.4 percent, 20.2 acres) of publicly-owned vacant open space parcels. These properties are owned by the United States Forest Service, California Tahoe Conservancy, or City of South Lake Tahoe and are subject to various use and development restrictions based on which agency owns the property and the manner in which the property was acquired.

***California Tahoe Conservancy Asset Lands***

The California Tahoe Conservancy (CTC) owns seven (7) parcels, totaling 16.9 acres, in the plan area that are considered "asset lands" and may be available for development. The CTC's overall land inventory totals 4,677 parcels accounting for more than 6,500 acres, of that total there are 17 Conservancy-owned properties throughout the basin that are regarded as "*asset lands*." Asset lands are parcels which are not essential to carrying out Conservancy goals, which could have significant market value, and which are not otherwise restricted from disposal by law or Board policy. In fact, some asset lands, at the time of acquisition, were identified for possible future transfer or sale. The CTC defines these classes of lands as "Area Plan or Town Center Asset Lands." These area plan asset lands are considered to be developable lands, or portions thereof, in highly urbanized areas that could support sustainable, compact development or other uses consistent with the Goals and Policies of the Regional Plan and local area plans (CTC, 2014). There are a total of 17 area plan asset land parcels located basin-wide with 6 of those located within the boundaries of the Tahoe Valley Area Plan. The Tahoe Valley Area Plan asset lands account for approximately 16.4 acres. almost of the parcels are vacant except for one located on Tata Lane, developed as an offsite parking lot, and two parcels used for Sugar Pine Village affordable housing projecy.

***Commercial Floor Area***

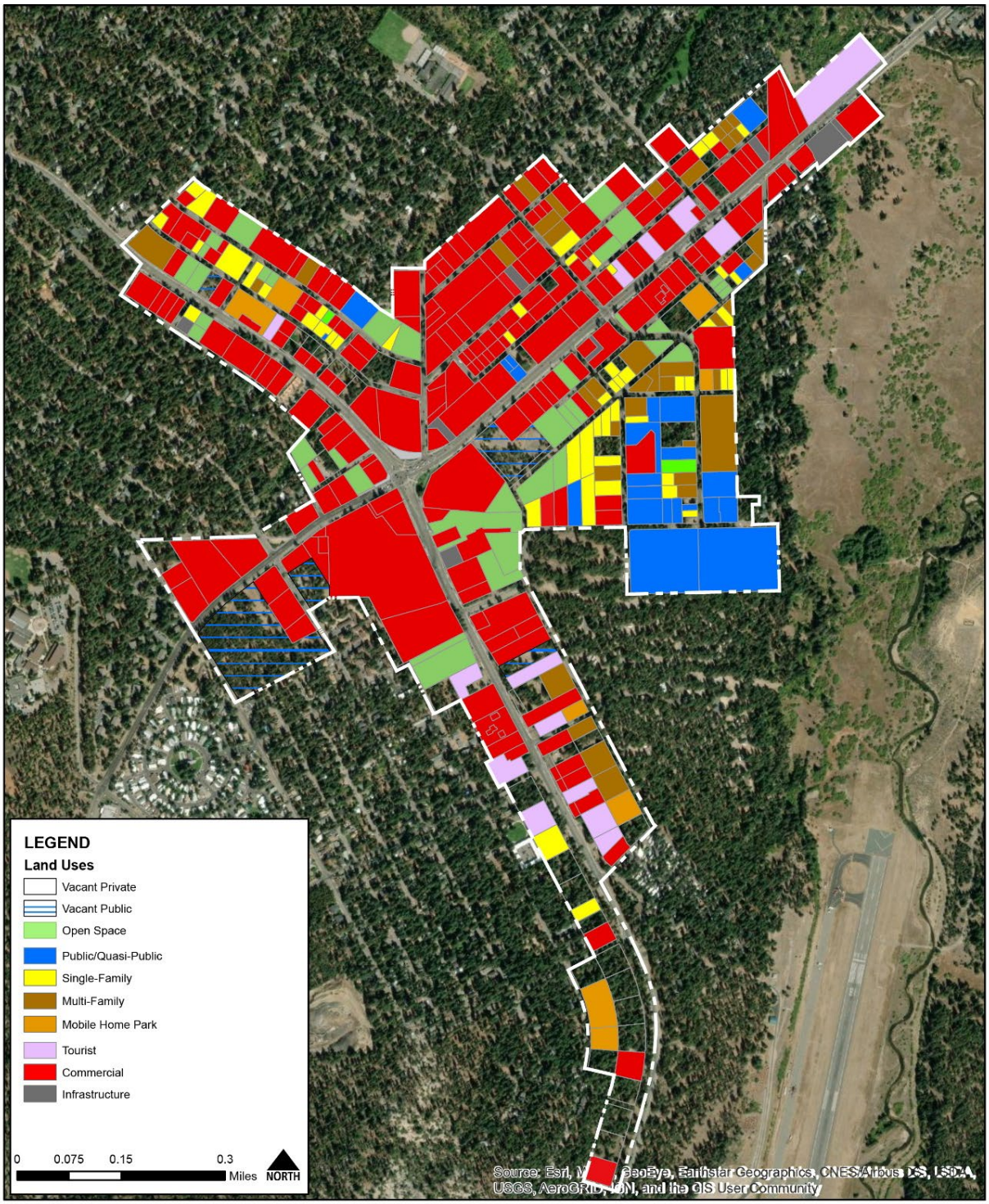
TRPA regulates the rate and timing of growth within the region, including commercial floor area (CFA). TRPA requires an allocation from the City or from TRPA prior to constructing a project or commencing a use that creates additional CFA. TRPA also allows transferring and reconfiguring legally existing commercial floor area. The Tahoe Valley plan area contains approximately 1,161,000 square feet of existing developed CFA. An additional 15,000 square feet of CFA will be made available by the City for use upon adoption of the Tahoe Valley Area Plan.

***Lake Tahoe Airport Land Use Compatibility Plan***

As part of the land use planning process mandated by the Division of Aeronautics and the California Airport Land Use Planning Handbook, several Airport Land Use Commissions (ALUCs) have been formed throughout the state to prepare and administer an Airport Land Use Compatibility Plan (ALUCP) for each public-use airport in the state. The City of South Lake Tahoe has been named as the administrator of the Lake Tahoe Airport. As such, the City operates as its own ALUCP and the City adopted an ALUCP in August of 2019.

The policies contained in the ALUCP are designed to promote compatibility between the Airport and surrounding land uses to the extent that these areas are not already devoted to incompatible uses. As adopted, the ALUCP policies provide the foundation through which the ALUC can execute its duty to review land use development in areas around the airport.

All of the land within the Tahoe Valley Area is within the ALUCP Airport Influence Area. Much of the Area Plan is in Safety Zone 6, which is the least restrictive Safety Zone. A small southeastern portion of the Area Plan (e.g., Barton Hospital) lies within Safety Zone 3. The Horizontal Surface, located over the plan area is located at 6,419 feet elevation, 98 feet above the highest point in the Area Plan.




CITY OF SOUTH LAKE TAHOE

**Figure 4**
Existing Land Uses
April 2023




**Figure 5**
Lake Tahoe Airport Safety Zones & Noise Contours
April 2023

## 3.3 Transportation and Circulation

**Roadways**

The Tahoe Valley plan area is served by a variety of arterial, collector, and local streets. The existing road network is shown in Figure 6.

The highway and street networks within the plan area are largely dominated by US Highway 50 (Lake Tahoe Blvd.) and State Route (SR) 89 (Emerald Bay Rd.). US Highway 50 is the major east-west roadway facility connecting Sacramento, California and Carson City, Nevada, and is the main facility serving the South Shore area of Lake Tahoe. East of the "Y" intersection, US Highway 50 is also Lake Tahoe Boulevard. Along most of its 1.5-mile length within the plan area, Lake Tahoe Blvd is a five-lane arterial road with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. In addition to Lake Tahoe Blvd, a network of arterial, collector, and local streets that provide the remaining framework for the overall roadway system. These secondary streets serve as the connection points to adjacent neighborhoods as well as access to the Area Plan's Industrial District and Hospital District.

A well-functioning transportation and circulation system is necessary to address peak hour congestion. The existing road network is relatively limited and experiences high traffic volumes during peak visitor periods.

**Level of Service**

TRPA's Regional Plan Goals and Policies and Regional Transportation Plan, as well as the City's General Plan, set standards for vehicle "level of service" (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 require that peak period traffic flow not exceed LOS D for major roadways (arterials and collector routes), and signalized intersections shall be at LOS D. LOS E may be acceptable during peak periods, not to exceed 4 hours per day.

The US 50/SR 89 intersection is operating at LOS C while US 50 roadway segments are operating at LOS E during the summer Friday evening peak hour (TRPA, 2012).

While a number of 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 (TRPA, 2012).

**Curbs and Gutters**

The City has historically required curb and gutter improvements only for projects requiring the issuance of a Special Use Permit. As a result, much of the Tahoe Valley plan area contains a discontinuous system

of curbs, gutters, and roadside stormwater infiltration. Along US 50, Caltrans has recently constructed a water quality improvement project that resulted in the installation of curbs and gutters from the Y intersection to E Street. Curbs and gutters are also scheduled to be installed on SR 89 from the "Y" intersection heading north in 2014 and on US 50 from the "Y" intersection to Trout Creek in 2016.

**"Y" Intersection**

The "Y" intersection commonly refers to the intersection of US 50, SR 89, and Lake Tahoe Boulevard. During peak tourist periods high traffic volumes and weather-related reductions in roadway capacity or vehicle speeds, westbound traffic on US 50 south of the "Y" to form queues that back through the "Y" and east on US 50. This is primarily due to a merger of two westbound lanes to a single lane when high volumes of traffic is leaving the Tahoe Basin in a short period of time. While the frequency and length of queue conditions vary year-to-year and records of queue periods are not kept, it is reasonable to estimate that queues form one to three hours per day on roughly 20 days per year for a total of roughly 50 hours per year (CSLT, 2005).

The intersection was improved in 2009 with restriped lanes, improved signalization and an improved right-turn "bypass lane" for the northbound-to-eastbound and the westbound-to-northbound movements, separated from through traffic by a raised island.

**Parking Facilities**

Most private commercial and industrial businesses provide off-street parking for employees and patrons. However, many of these properties do not meet current parking requirements of Chapter 6 of the City Code. This forces many people to park on roadways and unpaved areas which creates a problem for snow removal and street sweeping equipment. There are presently no off-street publicly-owned parking facilities within the plan area.

**Pedestrian and Bicycle Facilities**

The City of South Lake Tahoe's bicycle network is made up of three classes of bicycle facilities (classified by the California Department of Transportation), as follows:

- **Class I Shared Use Paths.** These paths provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow from vehicles minimized. Existing Class I facilities in the Area Plan are limited, consisting of relatively short segments south and east of The Crossing at Tahoe Valley at the "Y" intersection and a facility crossing the Upper Truckee River just to the north of US 50 in the eastern end of the Area Plan. A nearby Class I facility follows SR 89 to Camp Richardson and Spring Creek, starting at the northern end of Eloise Avenue at 15$^{th}$ Street. In 2022, a Class I facility was constructed along the south side of Lake Tahoe Blvd from Viking Way to the "Y" intersection.
- **Class II Bike Lane.** Class II facilities provides a striped lane for one-way bicycle travel on a street or highway. Within the Area Plan, these facilities are provided along Tahoe Keys Boulevard, Helen Avenue, Melba Drive, B Street, C Street, 10th Street, Lake Tahoe Boulevard west of the "Y" intersection, and US 50 from the "Y" intersection just beyond E street.
- **Class III Bike Route.** As with Class II facilities provides for shared use with bicycle or motor vehicle traffic, typically on lower volume roadways. Class III facilities are typically provided along low-volume streets to minimize the potential for conflicts between bicyclists and motorists. In the

Area Plan, Class III routes are designated along Eloise Avenue and SR 89 north of the "Y" intersection. This route connects to the Class I path that roughly parallels SR 89 to Camp Richardson and beyond.

The Tahoe Valley plan area contains various Class I, II, and III Bicycle Routes (Figure 6). Where bike facilities are not provided it is common to see pedestrians and bicyclists using the street right-of-ways to navigate the community.

**Transit Services and Facilities**

South Lake Tahoe, including the Tahoe Valley plan area, is served by Tahoe Transportation District (TTD) fixed route bus service, seasonal recreation routes, and Amtrak buses. A senior van service assists many area seniors in getting to appointments and running errands. The routes of these various transit services are shown in Figure 6.

All fixed route bus stops within the plan area have benches, while some of the stops also provide shelter for bus users. The City has been coordinating with the Tahoe Transportation District on installing additional bus shelters along US 50 as funding becomes available.

The Y Transit Center is located at the southwest corner of the Y intersection. This center is one of two City-owned transit centers and provides a transfer point for transit users on Tahoe Transportation District's fixed-route bus services. The transit center is also served by Amtrak buses connecting to the Capitol Corridor train route in Sacramento.

**South Lake Tahoe Airport**

The Tahoe Valley plan area is located approximately one mile northwest of the Lake Tahoe Airport. The airport, which is a general aviation airport owned and operated by the City of South Lake Tahoe, contains a single north-south 8,541 foot long runway. The airport facility includes a commercial passenger terminal, 169 plane tie-down spaces, and a 57-unit hangar and storage complex.

According to the airport administration, aircraft presently based (2014) at the airport consist of 22 single engine, three multi-engine aircraft, and three helicopters. There were 23,540 annual operations counted by the FAA tower in 2010 (FAA Air Traffic Activity System [ATADS] http://aspm.faa.gov/opsnet/sys/Airport.asp).

## 3.4 Public/Quasi-Public Facilities and Services

This section describes the public and quasi-public facilities and services located in the Tahoe Valley plan area. In addition to these, the area hosts several cellular towers, offices for local power and gas suppliers, day care centers, places of worship, and social service organizations.

**Water and Wastewater Services**

Water service within the Tahoe Valley plan area is provided by the South Tahoe Public Utilities District (STPUD) and Lukins Brothers Water Company (Lukins). STPUD provides water service to the majority of the plan area. Lukins provides water services to parcels located north of Emerald Bay Road and west of Dunlap Drive.

STPUD is a California Special District established in 1950. The 27,000-acre service area covers the South Shore of Lake Tahoe from Emerald Bay on the west, Christmas Valley on the south, the California-Nevada state line to the east, and Lake Tahoe to the north. The District's water supply comes entirely from 20 active municipal wells that pump groundwater from the Lake Tahoe Basin. The District maintains one pump station and one active groundwater well within the plan area.

The Lukins Brothers Water Company is a private water purveyor established in 1942 which is governed by the California Public Utility Commission. It provides service to approximately 200 customers within the Tahoe Valley plan area including businesses (75 percent), single-family (5 percent) and multi-family (20 percent) dwellings.

Wastewater collection service within the Tahoe Valley plan area is provided by STPUD. STPUD collects and treats wastewater from businesses and residents within the District's service area, which encompasses approximately 42 square miles and includes the City of South Lake Tahoe and unincorporated area of El Dorado County within the Tahoe Basin. The District's wastewater collection/treatment/recycling processes include a maximum 7.7 million gallons per day (mgd) advanced secondary operation serving 17,000 customers. The District's collection system and wastewater treatment plant produces an average dry day rate of 4.3 mgd, 100 percent of which is recycled. Flows are conveyed to the District's Wastewater Treatment Plant (WWTP). The District's WWTP, last expanded in 1989, has a capacity 7.7 mgd. Treated effluent is exported 26 miles to Harvey Place Reservoir in Alpine County (STPUD, 2007 & 2014).

**Electricity Services**

Liberty Utilities provides electrical services to the plan area. Service is primarily transmitted over existing overhead lines along collector and local streets and underground along arterials (i.e., US 50, SR 89 and Lake Tahoe Boulevard). Liberty Utilities' office is also located within the Area Plan on Eloise Avenue.

**Gas Services**

Natural gas service in the Tahoe Valley area is provided by Southwest Gas, which has been providing gas to the South Lake Tahoe area since 1963. Southwest Gas is regulated by the California Public Utilities Commission for the service they provide in California.

**Telephone and Cable Services**

AT&T, Verizon, and T-Mobile provide telephone and cellular service to the plan area. Charter Cable provides cable television, phone and internet services under a franchise agreement with the City. Three cellular towers are located within the plan area.

**City of South Lake Tahoe Facilities**

- **City Services Center.** Located at 1052 Tata Lane, this facility is owned by the City and houses the Development Services Department
- **Public Works Department.** The Public Works Department offices are located at 1740 D Street. Vehicle maintenance is completed by the Fleet Services Division at 1700 D Street and 1691 Shop Street.
- **Information Technology.** The City's IT Department operates from 1700 D Street.

- **Fire Station #3.** Located at 2101 Lake Tahoe Boulevard, this facility is owned by the City and is one of three fire stations that serve South Lake Tahoe. This station serves the Tahoe Valley area with response times between three and five minutes.
- **Transit Center.** The transit center, owned by the City of South Lake Tahoe and located at the "Y" intersection, provides shelter and a transfer location for the TTD bus system, and a pickup/drop-off point for Amtrak buses.

**El Dorado County Facilities**

- **El Dorado County Department of Transportation.** Located at 924 Emerald Bay, this privately-owned facility is rented by the County.
- **El Dorado County Health and Human Services Agency.** Located at 1900 Tata Lane, this office includes the Mental Health, Public Health, Community Services, and Social Services divisions.

**State Facilities**

- **California Tahoe Conservancy (CTC).** Located at 1061 Third Street, the Conservancy is an independent State agency within the State Resource Agency. It was established in its present form by State law in 1984 to develop and implement programs through acquisitions and site improvements to improve water quality in Lake Tahoe, preserve the scenic beauty and recreational opportunities of the region, provide public access, preserve wildlife habitats, and manage and restore natural lands. Conservancy staff is housed in a privately-owned, rented building.

**Federal Facilities**

- **Lake Valley Post Office.** Located at 950 Emerald Bay Road, this post office provides post office boxes for the 96158 zip code and full postal services to customers out of a privately-owned rented building.
- **Tahoe Resource Conservation District**. Located in a privately owned building at 870 Emerald Bay Road, the Tahoe Resource Conservation District promotes the conservation, stewardship and education of the Lake Tahoe Region's natural resources.

**Barton HealthCare System Facilities**

Barton Memorial Hospital has served the South Lake Tahoe community since 1963 as a regional medical center. Part of the Barton HealthCare System, Barton Hospital is South Lake Tahoe's largest medical facility and largest employer (900 employees). The hospital and its associated medical clinics and emergency medical centers perform approximately 3,180 surgeries (2,800 within the City limits and 380 outside the City limits) and 20,000 emergency visits per year (Lyn Barnett, per. comm. 4/17/2014).

**South Tahoe Refuse**

South Tahoe Refuse has franchise agreements with the City of South Lake Tahoe, El Dorado County, and Douglas County for the collection and transportation of solid waste to processing and/or disposal facilities. This includes waste from all residential, commercial, and industrial properties, including recyclable

material. These facilities support the processing of this waste before its ultimate disposal outside of the Tahoe Basin. South Tahoe Refuse operates the following facilities:

- **Administrative Office/Transfer Station/Materials Recovery Facility/Resource Recovery Facility/Tahoe Basin Container Service.** All located at 2140 Ruth Avenue.
- **Recycling Center.** Located at 2192 Ruth Avenue.
- **Truck parking, fueling, and wash facility.** Located at 2143 Ruth Avenue.

## 3.5 Natural and Cultural Resources

Natural resources within the Tahoe Valley plan area include the Upper Truckee Rive; two ephemeral streams; natural and landscaped vegetation; stream environment zones; and views of distant mountain ridgelines. The plan area includes three drainage basins including the Tahoe Valley system that runs south of the "Y" intersection, which is directly connected to the Truckee River. The other two drainage basins drain into the Tahoe Keys Lagoons before being released into Pope Marsh. Many properties contain excess coverage over the Bailey land capability limitations.

Native vegetation consists primarily of Jeffrey pine and white fir trees with little understory vegetation on high-capability lands and willows and grasses on low-capability lands. Many of the developed parcels are also landscaped with native vegetation. Stream environment zones within the plan area generally have been disturbed.

**Land Capability and Stream Environment Zone**

The land capability system established by Bailey is the basis of the land coverage standards and limitations set forth in Chapter 30 of the TRPA Code of Ordinances. Chapter 30 uses land capability districts (LCDs) ranging from class 1 to 7 that assign a percentage of allowable land coverage in a designated LCD area as identified below:

- Land capability classes 1a-c and 2 are not suited for urbanization or intensive forestry use, but are suited for open space, conservation areas, and low-intensity recreation.
- Land capability class 3 is not suited for urbanization but is suited for forestry and low-density housing use.
- Land capability classes 4, 5, 6, and 7 include land suitable for urbanization and other uses.

Tahoe Valley is predominately flat, and according to the TRPA's mapped land capability map, mostly comprised of high capability lands (LC 4 – 7) suitable for redevelopment and infill with SEZ areas associated with drainage in the Upper Truckee River hydrologic area. In 2015 The City contracted with a soil scientist to conduct area specific investigation and field analysis. The analysis concluded that portions of the SEZs that run through the Area Plan account for a smaller portion than that depicted in the original Land Capability Overlay Map. A revised map was prepared and adopted with the Tahoe Valley Area Plan. The revised map indicates three primary areas of environmentally sensitive or SEZ lands accounting for approximately 50.7 acres. SEZs can be found in the vicinity of James Avenue and Seventh Avenue, and just north and south of the "Y" intersection (see Figure 7). According to the revised land capability, just over a tenth (13.6%) of the plan area is SEZs with the remaining areas being high capability lands (86.4%). Table

2 below provides an accounting of revised land capability district in the plan area. This issue is discussed in further detail in Section 10, Natural and Cultural Resources.

| Table 2<br>Mapped Land Capability District | | |
|---|---|---|
| **Land Capability District** | **Total Acreage** | **Percent** |
| 1B | 50.7 | 13.6% |
| 4 | 3.9 | 1.0% |
| 5 | 24.1 | 6.5% |
| 6 | 4.6 | 1.2% |
| 7 | 290.3 | 77.7% |
| Totals | 373.6 | 100.0% |
| Source: TRPA Land Capability Overly Maps (1"=400'), 1987, and TRPA GIS, 2014. | | |

**Land Coverage**

An analysis of TRPA's LiDAR impervious coverage data estimates that approximately 48.3% (180.5 acres) of the Tahoe Valley plan area is covered with impervious coverage. Hard coverage accounts for 46.8% (173 acres) and soft coverage accounts for 2.5% (9.4 acres). Most of the plan area's existing coverage are parking lots (54.1%); the remainder is equally divided between building structures (22.4%) and paved roadways (22.0%). Just over three-fourths of existing coverage (156.7 acres, 85.7%) is located on high-capability lands with the remaining quarter located in SEZs (26.1 acres, 14.3%). Existing land coverage conditions in the Area Plan is presented in Table 3 below and Figure 8.

| Table 3<br>Existing Land Coverage (acres) | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Coverage Type** | **Roads** | **Trails** | **Buildings** | **Other** | **Total Impervious** | **Total Area Plan Acreage** | **Percent Impervious** |
| Hard | 39.7 | 2.1 | 40.4 | 89.0 | 173.0 | 374 | 45.8% |
| Soft | 0.0 | 0.7 | 0.0 | 8.6 | 9.3 | | 2.5% |
| Totals | 39.7 | 2.8 | 40.4 | 97.6 | 180.5 | | 48.3% |
| Percent | 22.0% | 1.6% | 22.4% | 54.1% | | | |
| **Existing Land Coverage by Land Capability District (acres)** | | | | | | | |
| **Land Capability** | | **Total Impervious** | | | **Percent Impervious** | | |
| 1B | | 26.1 | | | 14.3% | | |
| 4 | | 0.2 | | | 0.1% | | |
| 5 | | 8.1 | | | 4.4% | | |
| 6 | | 0.5 | | | 0.3% | | |
| 7 | | 148.0 | | | 81.0% | | |
| Totals | | 182.8 | | | 100.0% | | |
| Source: TRPA GIS Impervious LiDAR Dataset, 2010. | | | | | | | |

**Water Quality**

Lake Tahoe is Federally designated as an Outstanding National Resource Water pursuant to the provisions found in the Clean Water Act (CWA). The Act states that "[w]here high-quality waters constitute an outstanding National resource, such as waters of National Parks, State parks and wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected." Its designation provides the maximum amount of protection to the water quality of Lake Tahoe under the CWA, ensuring that no permanent degradation of water quality will occur.

***Stormwater Drainage***

The City and California Department of Transportation (Caltrans) are responsible for reducing erosion and storm water runoff from roads under their jurisdictions. This includes installing curbs, gutters, rock-lined channels, bio-swales, infiltration basins and other improvements that captures runoff and reduce fine sediment loads to Lake Tahoe.

The Tahoe Valley plan area contains a series of natural and human-made systems constructed by the City to convey and treat drainage. The area to the north of the "Y" intersection is collected and treated by two drainage systems (i.e., Gardner Mountain Catchment and Eloise Catchment) that are comprised of conveyance pipes, rock lined ditches, and basins. The outfall for the two catchments is the Tahoe Keys lagoon located between Whitney Drive and Lassen Drive. The lagoon drains into Pope Marsh before entering Lake Tahoe. The area to the south of the "Y" intersection (Upper Truckee River Catchment) is treated by the Tahoe Valley Erosion Control Project. The system collects and treats runoff from much of the densely developed commercial areas near US 50, both north and south of the "Y" intersection, and from the Bonanza and Barton Hospital neighborhoods. Storm water is conveyed through an ephemeral stream and a series of pipes and rock lined ditches, where it is treated in the vicinity of James Avenue and Tahoe Keys Boulevard, before flowing into a ditch north of Sky Meadows and out to the Truckee River. This drainage basin is a high priority for storm water runoff treatment and the City is currently in the planning stages to update the system and design water quality improvements to reduce pollutant loads discharged to the Upper Truckee River.

Storm water runoff along US 50 and SR 89 is the responsibility of Caltrans. Caltrans in the process of constructing a water quality improvement project that runs from the Y intersection to the Lake Tahoe Airport. The first mile of project running from the Y intersection to E Street was constructed in the summer of 2013. The improvement project will collect and treat runoff along US 50 and also includes the installation of curb, gutter and sidewalks, and the widening of the roadway to accommodate a Class III bike routes. Construction of water quality improvements along SR 89 started in the Fall of 2014 and US 50 from the Y intersection to Trout Creek Bridge is scheduled for 2016.

Figure 9 depicts the existing water quality improvement projects within the plan area.

***Best Management Practices***

Every property within the Tahoe Valley plan area is subject to the requirements of Chapter 60 of the TRPA Code of Ordinances for drainage treatment, paved parking and drives, slope stabilization, revegetation, and providing snow storage areas. The Code also requires property owners to infiltrate the volume of a 20-year/1 hour storm on their property or meet alternative standards in instances where special circumstances limit infiltration. The City requires, and reviews, BMP installation for all projects for which it has reviewing authority under the Memorandum of Understanding (MOU) with TRPA. TRPA is

responsible for BMP enforcing and permitting retrofits on existing development. The TRPA issues Certificates of Compliance for all projects in the Basin.

According to TRPA's BMP database, 127 out of 400 parcels in the plan area have received their TRPA Certificate of Compliance, resulting in a 32% BMP compliance rate. The compliance rate for commercial uses located within the Area Plan is 47%. Since the BMP compliance rate is based on issuance of a BMP certificate and not on actual BMP installation, the actual rate of BMP installation is higher than the 32% certificate compliance rate.

***Total Maximum Daily Load (TMDL)***

The Total Maximum Daily Load (TMDL) program is a requirement of the Federal Clean Water Act. The program is designed to protect Lake Tahoe, an Outstanding Natural Resource Water, from certain pollutants of concern, including fine sediments, phosphorus, and nitrogen.

Through the Lake Tahoe TMDL, the Lahontan Regional Water Quality Control Board (Lahontan) established five-year load reduction targets to assess each jurisdiction's progress towards meeting overall load reduction goals. Load reduction targets for Fine Sediment Particles (FSP), Total Phosphorus (TP), and Total Nitrogen (TN) have been established based on attainment of California's Lake Tahoe transparency standard (~ 97 feet) over an estimated 65-year implementation period. To meet the requirements of the TMDL Program, 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 4.

**Table 4**
**LOAD REDUCTION TARGETS FOR THE TAHOE TMDL**

| Pollutant | 5-Year Milestone 2016 | 10-Year Milestone 2021 | 15-Year Milestone 2026 | Transparency Standards (~65-Years) |
|---|---|---|---|---|
| Fine Sediment Particles | 10% | 21% | 34% | 71% |
| Total Phosphorus | 7% | 14% | 21% | 50% |
| Total Nitrogen | 8% | 14% | 19% | 46% |

Source: Final Lake Tahoe Total Maximum Daily Load, August 2011

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.

**Table 5**
**CSLT 2026 LOAD REDUCTION REQUIREMENTS**

| Parameter | Baseline Load (lbs./year) | Required Percent Reduction | Required Load Reduction (lbs./year) | Allowable Load (lbs./year) |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| Fine Sediment Particle (mass) | 476,677 | 34% | 162,070 | 314,606 |
| Fine Sediment Particles (# of particles) | 2.38E+19 | 34% | 1.58E+19 | 1. 57E+19 |
| Total Phosphorus | 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,* defining a path to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. The goal of the Load Reduction Report was to identify 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 Pollutant Load Reduction Plan* which documents the City's proposed approach and timeline for meeting the 2026 load reduction targets set forth in the City's NPDES permit, which was then submitted to Lahontan in October, 2021 and must be updated and resubmitted September, 2023. Proposed strategies outlined in the Load Reduction Plan for meeting the load reduction targets are incorporated in the Area Plan and are discussed in detail in Section 10, Natural and Cultural Resources.

***Underground Sources of Potential Water Quality Concerns***

In 1989, the contaminant tetrachloroethylene (PCE) was first found in drinking water wells near the intersection of Highways 50 and 89 (the "Y" Area). The PCE remains in groundwater and forms a contaminant plume believed to cover more than 400 acres. PCE is a manmade chemical that was used from the early 1960s through the mid-1980s as a solvent for dry cleaning clothes and degreasing metal. Presently, five public drinking water wells have been impacted by the South "Y" PCE Plume. When PCE is detected in a well, the well is shut down and treatment is added to remove the contaminant, or an alternative source of drinking water supply is provided.

The South "Y" Plume extends north from the South "Y" to the Tahoe Keys, and toward Lake Tahoe. Groundwater used by wells operated by the Lukins Brothers Water Company (LBWC) and Tahoe Keys Property Owners Association (TKPOA) have been impacted by the plume. During the 1990s, the South Tahoe Public Utility District (STPUD) installed a treatment facility to remove PCE from four drinking water wells. Today, three of the wells have been destroyed and the remaining well is currently not used. In 2009, TKPOA installed a treatment system to remove PCE from groundwater at one of its wells. In 2014, Lukins discovered PCE in two wells and immediately stopped using them. All three drinking water systems are interconnected, and the water providers have the ability to share water and are working together to ensure the entire community has access to reliable and safe drinking water.

The Lahontan Regional Water Quality Control Board is the state regulatory agency overseeing the enforcement and cleanup of contaminated groundwater. Lahontan has conducted numerous investigations to determine the source of PCE and is working with the responsible parties to determine the total extent of the contamination and approaches to resolve the issue, through either remediation or treatment. The South Tahoe water providers are working together to develop and implement short-term fixes and long-term solutions to provide clean drinking water while the underlying issues with the groundwater PCE plume are being addressed.

South Tahoe Public Utility District's system includes 1,700 sewer laterals (the portion of the sewer system connecting the building to the main). Twenty-two percent (22%) of these are over 40 years old, 39 percent are 30 to 40 years old, 24 percent are 20 to 30 years old, and only eight percent are less than 10 years old. While a lateral can last 50 to 100 years, its life expectancy is determined by its material, original installation, root intrusion or external pressure, soil stability and chemical makeup, high water tables, corrosion (sometimes from the hydrogen sulfide gas present in the sewer system), and forces leading to structural failure.

***Source Water Considerations***

TRPA-designated "source water protection zones" overlay much of Tahoe Valley. These protection zones consist of a fixed 600-foot radius circle around wells that provide drinking water from an aquifer with five or more service connections. Source Water Protection Zones were broadly mapped by TRPA in 1999. Table 6 shows the wells on TRPA's Source Water Assessment Map (12-2-99) that are located in the plan area and Figure 10 shows their locations.

**Table 6**
**TRPA Source Water Wells**

| APN/Well Number | Status | Name/Owner |
|---|---|---|
| 02316106W11 | Active | Washoe Motel |
| 02316133W11 | Active | CMO Properties |
| 02318201W11 | Active | Bel Pac South |
| 02318131W11 | Active | Well #3 (Lukins Bros) |
| 02319107W11 | Active | Crystal Range Motel |
| 02308110W11 | Inactive | South Y Well (STPUD) |
| 03214106W11 | Active | Tahoenian Apartments |
| 03220112W11 | Active | Matterhorn Motel |
| 03220104W11 | Active | Tahoe Sundowner |
| 02321141W11 | Active | Matterhorn Motel |
| 03104403W11 | Inactive | Helen Ave. #1 (STPUD) |
| 03104404W11 | Inactive | Helen Ave. #2 (STPUD) |
| 02322139W11 | Inactive | Little Truckee MHP |
| 02365518W11 | Active | Well #4 (Lukins Bros) |
| 02380215W11 | Inactive | Clement Well (STPUD) |
| 03230202W11 | Inactive | Julie Well (STPUD) |
| 03224212W11 | Inactive | Tata Lane #3 (STPUD) |
| 03224211W11 | Inactive | Tata Lane #2 (STPUD) |
| 03214106W11 | Active | Turney Building |
| 03221118W11 | Active | Airport Well |
| 03305021W11 | Active | Stalls Building |

Source: TRPA Source Water Assessment Map, December 1999.

TRPA Code [Section 60.3.3] defines “possible contaminating activities” as activities equivalent to TRPA primary uses identified by either the California Department of Public Health Services 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. Some of the existing and permissible industrial uses in the Industrial District qualify under this definition. New project applications for uses that constitute possible contaminating activities within these zones must make findings based on criteria established in Chapter 60 of the TRPA Code in order to be approved. The following uses are considered possible contaminating uses in Section 60.3.5 of the TRPA Code:

**Residential**

1. Domestic animal raising

**Commercial**

1. Service stations
2. Auto repair and service
3. Business support services
4. Laundries and dry cleaning plant
5. Repair services
6. Batch plants
7. Fuel and ice dealers
8. Industrial services
9. Recycling and scrap
10. Storage yards
11. Vehicle storage and parking
12. Vehicle and freight terminals

**Public Service**

1. Airfields, landing strips, and heliports
2. Collection stations
3. Hospitals
4. Local public health and safety facilities
5. Regional public health and safety facilities
6. Power generating
7. Public utility centers
8. Schools

**Linear Public Facilities**

1. Transit stations and terminals

**Recreation**

1. Beach recreation
2. Boat launching facilities
3. Developed campgrounds
4. Golf courses
5. Marinas
6. Recreational vehicle parks
7. Rural sports

**Resource Management**

1. Timber Stand improvement
2. Grazing
3. Range pasture management

**Watershed Improvements**

1. Runoff control

**Shore zone**

1. Construction equipment storage
2. Seaplane operations
3. Tour Boat operations
4. Water-oriented outdoor recreation concessions

Businesses with fuel tanks or other potentially contaminating materials used as part of their operations are required to have spill contingency plans that address how to respond to accidental spills. Plans meeting specific content requirements are required for potentially contaminating activities located within a Source Water Protection Zone.

**Cultural Resources**

Eight archaeological and historical investigations were previously conducted within the Tahoe Valley plan area. These investigations identified historic sites CA-Eld-721-H and CA-Eld-2240-H. Site CA-Eld-721-H is a portion of the Pony Express Trail that generally follows the alignment of U.S. Highway 50. Site CA-Eld-2240-H is a historic road that passes through the plan area. In addition, a heritage resources study was conducted specifically for the Area Plan (Lindström and Rucks, 2006). This study did not include a formal archaeological survey or architectural inventory of the Tahoe Valley plan area, but did identify areas that are important to the Native American community and potentially significant historic buildings and structures (e.g., motels/auto courts) within the Area Plan. In addition, the Barton Ranch is located within the plan area at 1080 Emerald Bay Road and is listed on TRPA's Historic Sites Maps (1984).

The study concluded in more recent times, the "Y" appears to have been a central point for historical interactions between Washoe and non-Washoe and it seems to continue to represent this period of adjustment in Washoe history. Interviews with Washoe participants demonstrated that the "Y" has remained an important travel corridor, meeting place, and access point to post-contact Washoe camps and work opportunities associated with ranching. Although the study indicates no point specific Washoe "sites" within the plan area, it did recommend that project planning should be sensitive to traditional Native American values and recommends on-going communication with the Washoe Tribe to determine the significance of historic buildings and sites (Lindstrom & Rucks, 2006).

The Mosher Family who owns the Barton Ranch commissioned a report, entitled "Historic Architectural Resources Studies W.D. Barton Ranch," in February 2009. The report provides information on the historical context of Barton Ranch and its role in Lake Tahoe ranching and Native American significance. The buildings are associated with the livestock and dairy industries in the Tahoe Basin, an important era in the history of Lake Tahoe. The property is also associated with an important Lake Tahoe family, the Bartons, who were longtime ranches in the area, and who donated the land for the Barton Hospital, which is located within the plan area. The report concluded that the Barton Ranch Complex is eligible for listing on the National and California Registers at the local level of significance and could serve as a historical

centerpiece if the adaptive reuse of the ranch can be economically viable and the interest of the property owners are protected (Marvin, 2006)

**Recreation**

There are no City-owned or -operated recreational facilities within the plan area. Informal recreational activities available within Tahoe Valley include bicycling, running, jogging, walking along city streets and designated routes and paths.

South Tahoe High School (located just east of the Tahoe Valley plan area) has tennis courts, ball fields, and a gymnasium. Tahoe Valley Elementary School (located just north of the Tahoe Valley plan area) has play areas. Nearby forest lands managed by the Forest Service provide opportunities for active and passive outdoor recreation. The plan area is the gateway to the Forest Service's South Shore Recreation Area, which contains beach access, bike trails, the Tallac Historic Site, a Visitor's Center (with its Stream Profile Chamber and newly reconstructed amphitheater), and Camp Richardson Resort. Located within three miles of the "Y" intersection, all of these areas provide for some of the recreation needs of the nearby residential neighborhoods, as well as for visitors, and are accessible by bike routes and bike paths that either run through or adjacent to the plan area (See Figure 6).

**Scenic Resources and Community Design**

The Tahoe Valley plan area consists of 482 public and privately owned parcels that include residential, commercial, tourist accommodation, industrial, and public service land uses. Land uses to the west, north, and northeast of the plan area consist of residential subdivisions dating from the 1960s through the 1990s. Immediately adjacent to the plan area to the east lies a large open space area (stream environment zone [SEZ]) consisting of the floodplain for the Upper Truckee River, which is near the eastern boundary of the plan area. Commercial uses are the primary land use in the plan area and include clothing stores, factory outlets, automotive supply stores and dealerships, drug and liquor stores, restaurants, and supermarkets. Buildings and other structures in the plan area range in age and physical condition from the 1890s to recent construction. They are provided in strip development along US 50 and SR 89. Identified issues for the plan area's current form of development include many curb cuts for driveway access, small and fragmented parcels, stand-alone structures, old motels, sprawling parking lots, and lack of coordinated sidewalks, bike paths, landscaping, and other related amenities.

As described above, the existing visual landscape characteristics of the plan area consist of urban development intermixed with forest conditions. Existing urban development transitions into natural and forest conditions at its southern boundary along the US 50/SR 89 corridor as well as at the northern boundary along SR 89. The eastern boundary transitions to the open stream environment zone area associated with the Upper Truckee River. From within the plan area views of mountains looking east towards Heavenly Mountain Ski Resort (Gunbarrel ski run is visible) as well as views of Tahoe Mountain looking west are visible from US 50 and the "Y" intersection. These views are not currently identified as TRPA designated resources.

TRPA has adopted three separate regional scenic resource thresholds: 1) Travel Route Ratings; 2) Scenic Quality Ratings of individual resources; and 3) Scenic Quality Ratings of individual resources seen from public recreation areas. All are numerical in nature. The first two thresholds apply to scenic resources visible from the Region's state and federal highways and Pioneer Trail and from Lake Tahoe itself. The

2011 Threshold Evaluation concluded that regionally, all three threshold indicators are "at or somewhat better than target." (TRPA, 2012a).

**Roadway Travel Units**

The plan area contains a portion of Roadway Travel Route Unit #1, Tahoe Valley, a portion of Roadway Unit #35, Al Tahoe, and Roadway Unit #36A, Airport Area. All three roadway units are currently out of attainment; however, Unit #1 and Unit #36A are near attainment. The 2011 Threshold Evaluation noted that recent installation of curbs, gutters, and sidewalks have improved the road structure component score in Unit #35. Recent constructed improvements along US 50 and SR 89 and those planned in the near future are expected to improve the overall threshold rating scores in the near future. Figure 11 depicts the locations of the Roadway Travel Units and Table 7 below indicates the current threshold rating scores.

**TABLE 7**
**THRESHOLD TRAVEL ROUTE AND SCENIC QUALITY RATINGS**

| Unit | 1982 | 1991 | 1996 | 2001 | 2006 | 2011 | 2015 | 2019 | Needed for Attainment |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 11.0 | 11.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 13.0 | +2.5 |
| 35 | 7.0 | 7.5 | 7.5 | 7.5 | 8.0 | 8.5 | 8.5 | 9.5 | +6.0 |
| 36A[1] | 0.0 | 0.0 | 0.0 | 10.5 | 13.0 | 13.0 | 13.0 | 13.0 | +2.5 |

Source: TRPA 2019 Threshold Evaluation.

1. In 2001, Roadway Unit 36 was segmented into three sub roadway units: 36A, 36B and 36C.

As identified above, the three roadway units along SR 89 and US 50 are identified for scenic quality improvement by the TRPA in the Scenic Quality Improvement Program (SQIP). While the TRPA 2019 Threshold Evaluation recognizes these roadway units have seen some improvements associated with recent development, it calls for continual implementation of the SQIP recommendations at the project level to ensure continual scenic improvements. The 2019 Threshold Evaluation noted the following improvements that have been made in the Tahoe Valley area.

- Construction of sidewalks and rock retaining walls along Lake Tahoe Boulevard and sidewalks along Emerald Bay Road.
- Replacement of the amusement park with the Hanger Beer Garden and façade improvements on the existing structure.

**Scenic Quality Ratings**

There are only two designated resources within the boundaries of the Area Plan: Scenic Resource #35-1 and #36-7. Both resources are designated views of natural landscapes as seen from US 50. Both resources have low scenic quality rating of 1 because of the dominance of the built environment. Both resources are currently in attainment. While there are no prominent designated scenic resources in the plan area, there is the following scenic resource located adjacent to the plan area that has a moderate rating:

- Scenic Resource 35.2: Views of the Truckee River and associated stream environment zone on both sides of US 50.

**Scenic Resource Visible from Public Recreation Area and Bike Trails**

The 1993 Lake Tahoe Scenic Resource Evaluation established numerical standards for the scenic quality of lands visible from designated public recreation areas and bike trails. Within the plan area there are no designated recreation sites but there are two identified bike trails: the Tahoe Valley route and Tahoe Valley to City Limits route (see Figure 11).

The Tahoe Valley route serves uses located south and east of US 50. The route runs along Helen Street from Winnemucca Street towards the "Y" intersection, then heads south along Melba Street and ends at the US 50 junction. The route runs primarily through residential neighborhoods and connects users to the commercial node at the "Y" intersection.

The Scenic Resources Evaluation identified two views of the natural landscape visible from the bike route:

- Scenic Resource 9-1: Landscape view of scattered forest vegetation interspersed with residential and commercial uses; and
- Scenic Resource 9-2: Infrequent views of mountain backdrop.

This segment of bicycle route is not of high scenic quality with both views rated as fair. Its primary value is as an alternative transportation route along US 50 for visitors and residents. According to the 2011 Threshold Evaluation, these scenic resources are still in attainment.

**Open Space**

Open space in the plan area includes both undeveloped private lands, environmentally-sensitive public lands, and lands used for stormwater treatment. The plan area contains 36 parcels (20.2 acres) that are currently in open space (Table 1). This accounts for 6 percent of the total land in the plan area.

**Public Health and Safety**

***Flooding***

According to the National Flood Insurance Program Map for the City of South Lake Tahoe, the majority of the Tahoe Valley plan area lies outside the 100-year floodplain. Some areas located adjacent to the Upper Truckee River, east of the plan area, are included within Zone X and Zone AE. Zone AE is identified on FEMA maps as subject to inundation by the 1-percent-annual-chance flood event. Zone X are areas of moderate flood hazard from the principal source of flood in the area. Portions of the plan area impacted by Zone X and Zone AE include a small portion of Helen Avenue, Truckee Drive south of Lake Tahoe Boulevard, and east of James Avenue in the vicinity of Motel 6. The remainder of the plan area is located outside the 100-year floodplain.

***Noise***

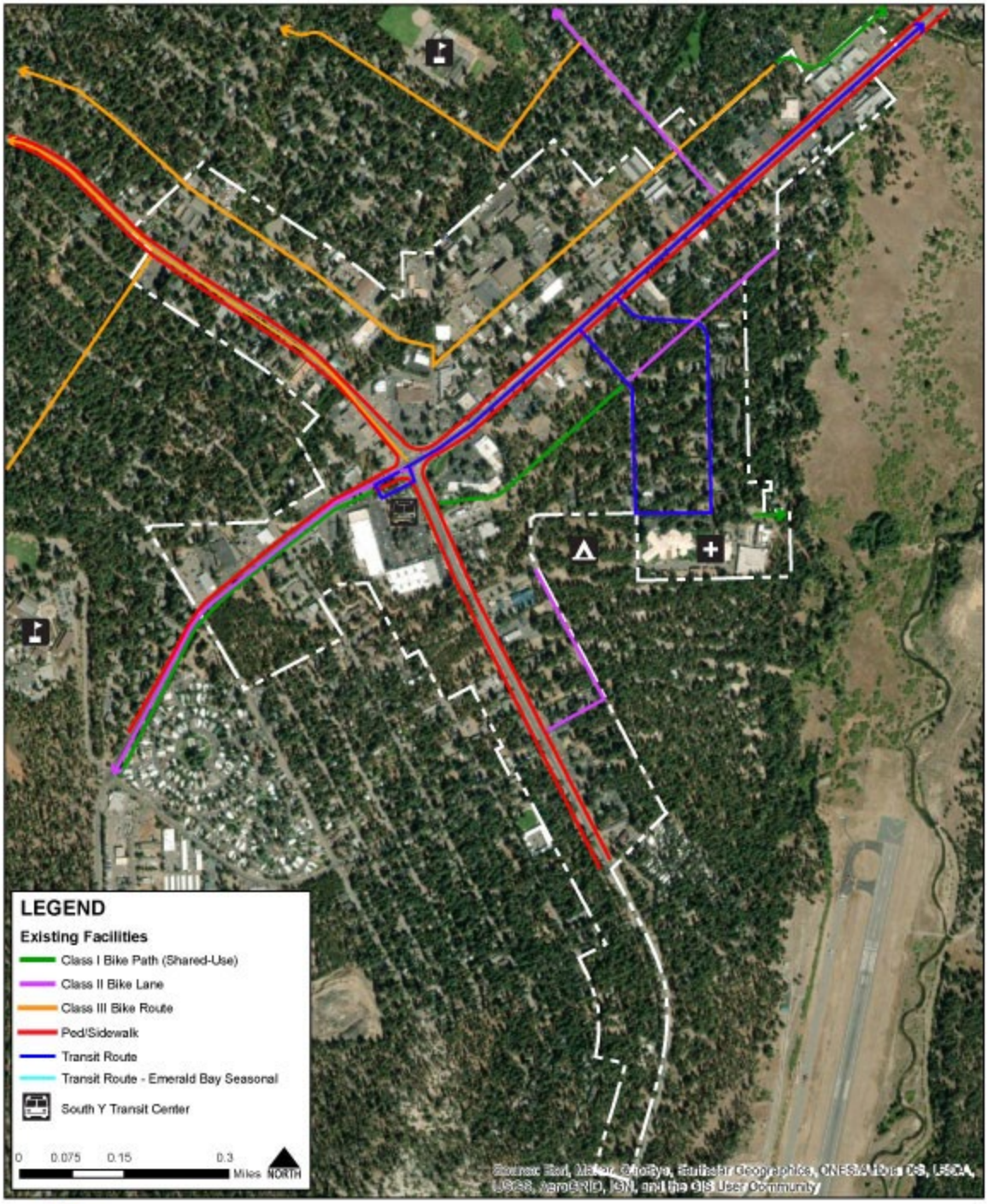
TRPA has adopted noise standards for the Tahoe Basin. The noise thresholds are Community Noise Equivalent Level (CNEL) values for the various land use categories and single event (Lmax) standards for specific noise sources. CNEL is the metric used by TRPA for determining land use compatibility. The CNEL

standard for the Tahoe Valley Area Plan is 60, except for the Healthcare District, where 55 CNEL is the standard, and the Commercial Mixed-Use Services where the standard is 65. The maximum CNEL for the SR 89 and US 50 corridors is 65 CNEL. No one activity, nor combination of activities, is allowed to exceed the applicable CNEL level. CNELs are calculated pursuant to Chapter 68 of the TRPA Code of Ordinances.

While the airport does not fall within the boundaries of the Area Plan, its associated overflight zones and noise contours do. According to the ALUCP for Lake Tahoe Airport (adopted August 2019), the 50 and 55 dB CNEL contour extends into a portion of the plan area.

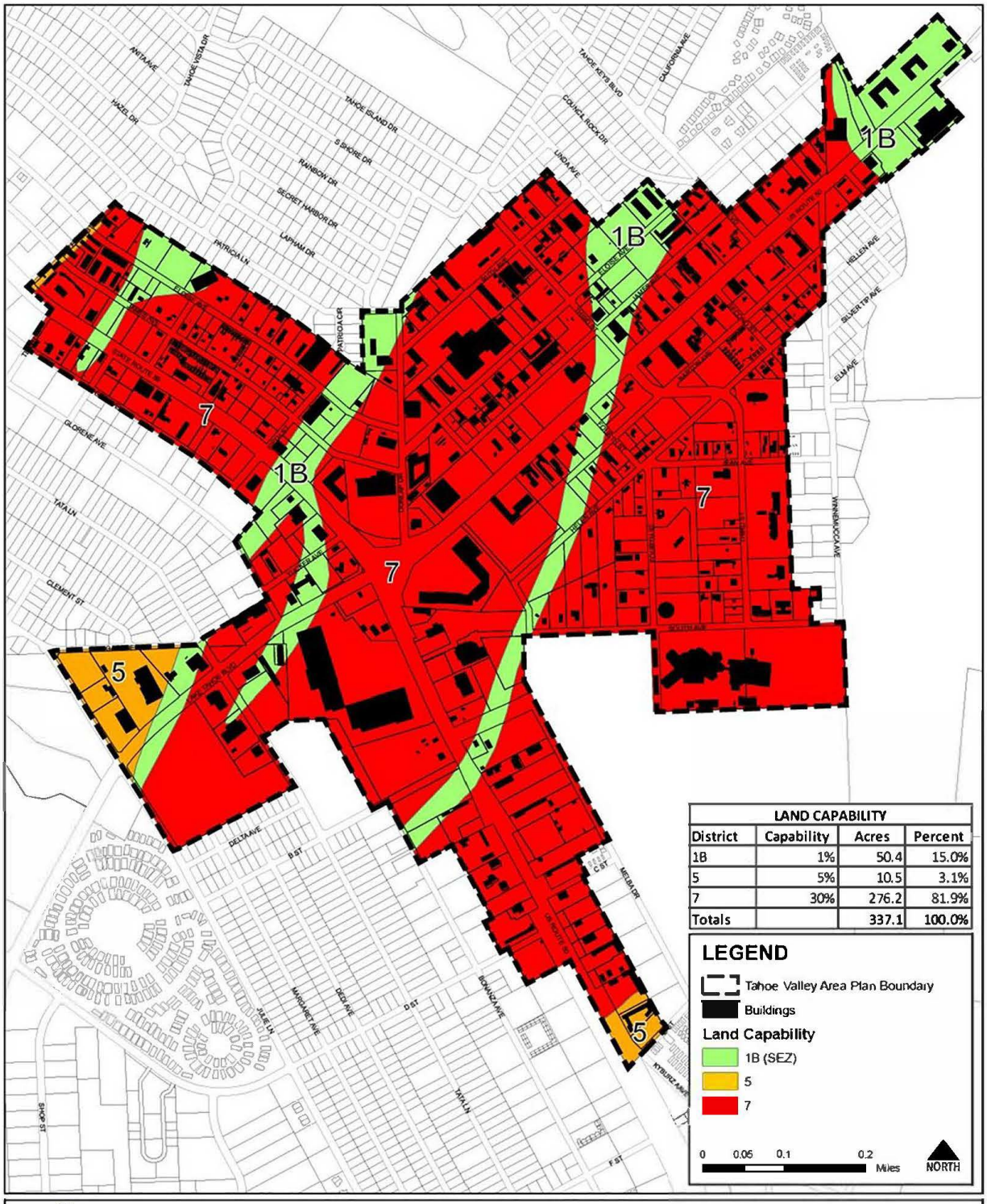
***Fire***

Fire Station #3 is located within the plan area at 2101 Lake Tahoe Boulevard. The facility is owned by the City and is one of four that serves South Lake Tahoe. This station services the Tahoe Valley area with response time between three and five minutes. The Fire Department also provides local ambulance service, and has mutual aid agreements with other fire and emergency response agencies in the Tahoe Region.



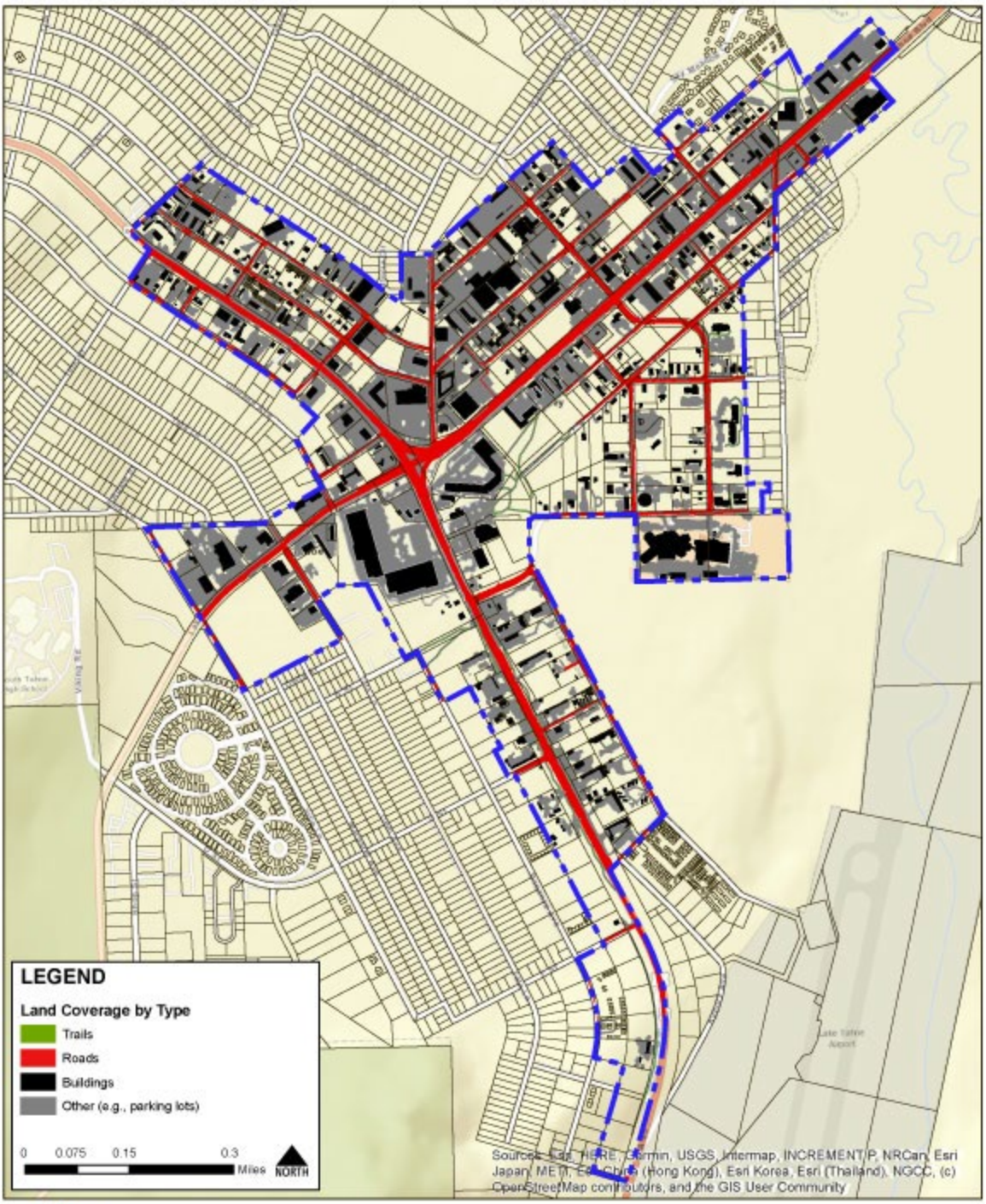

CITY OF SOUTH LAKE TAHOE

**Figure 6**
Existing Transportation Facilities
April 2023



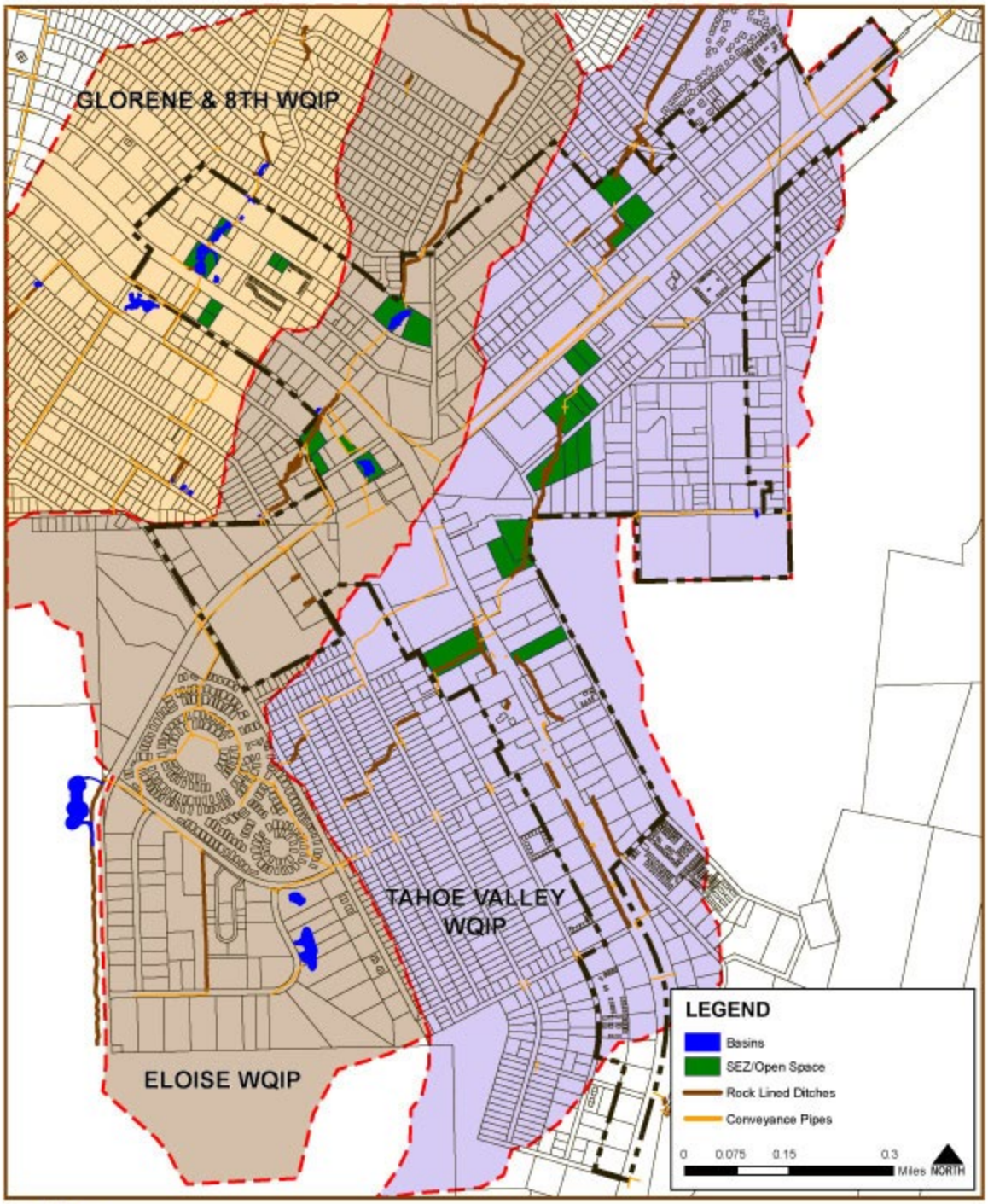

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 7
Mapped 2015 Land Capability Districts
March 2015




CITY OF SOUTH LAKE TAHOE

**Figure 8**
Existing Land Coverage
April 2023




CITY OF SOUTH LAKE TAHOE

**Figure 9**
Stormwater Infrastructure
April 2023

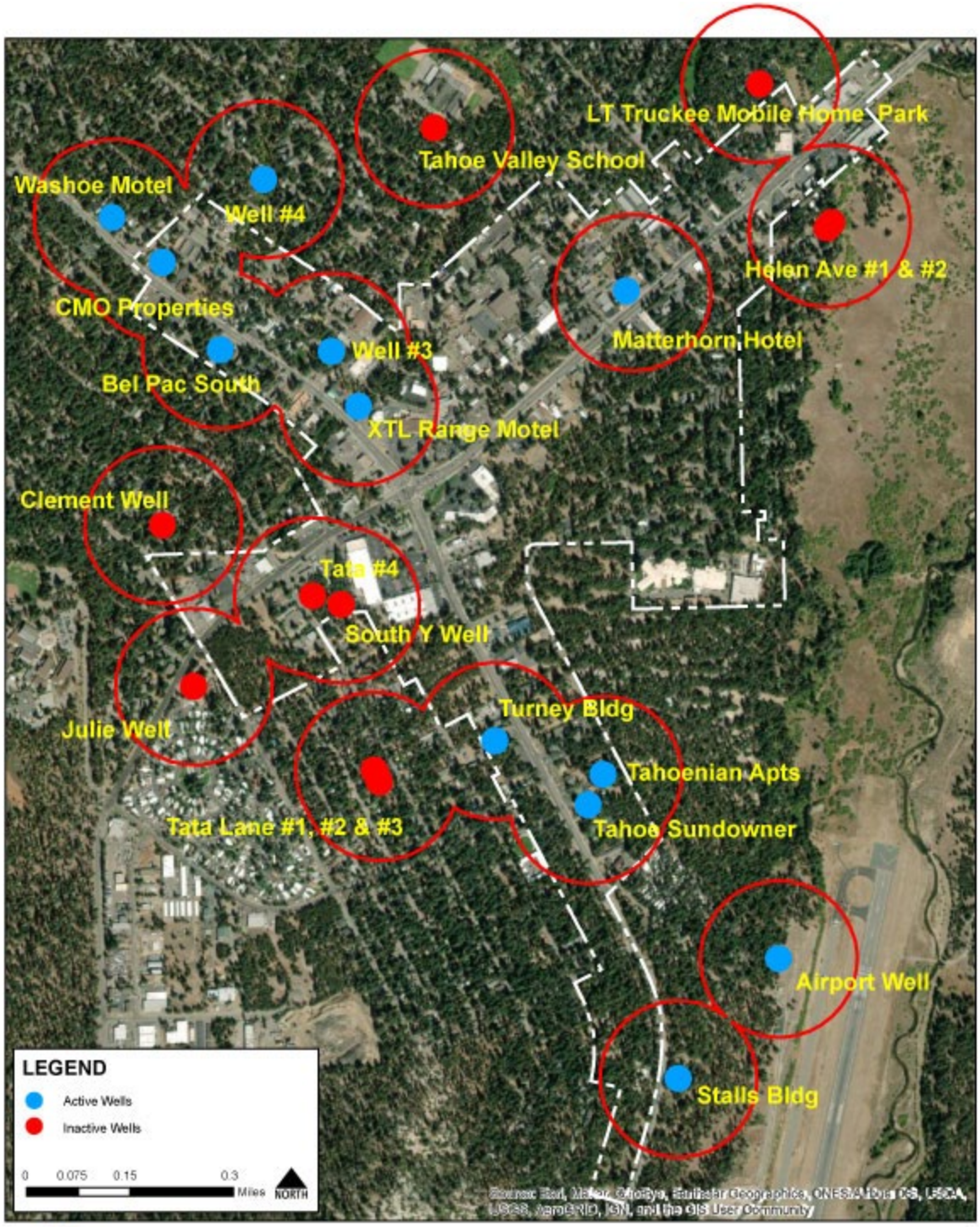
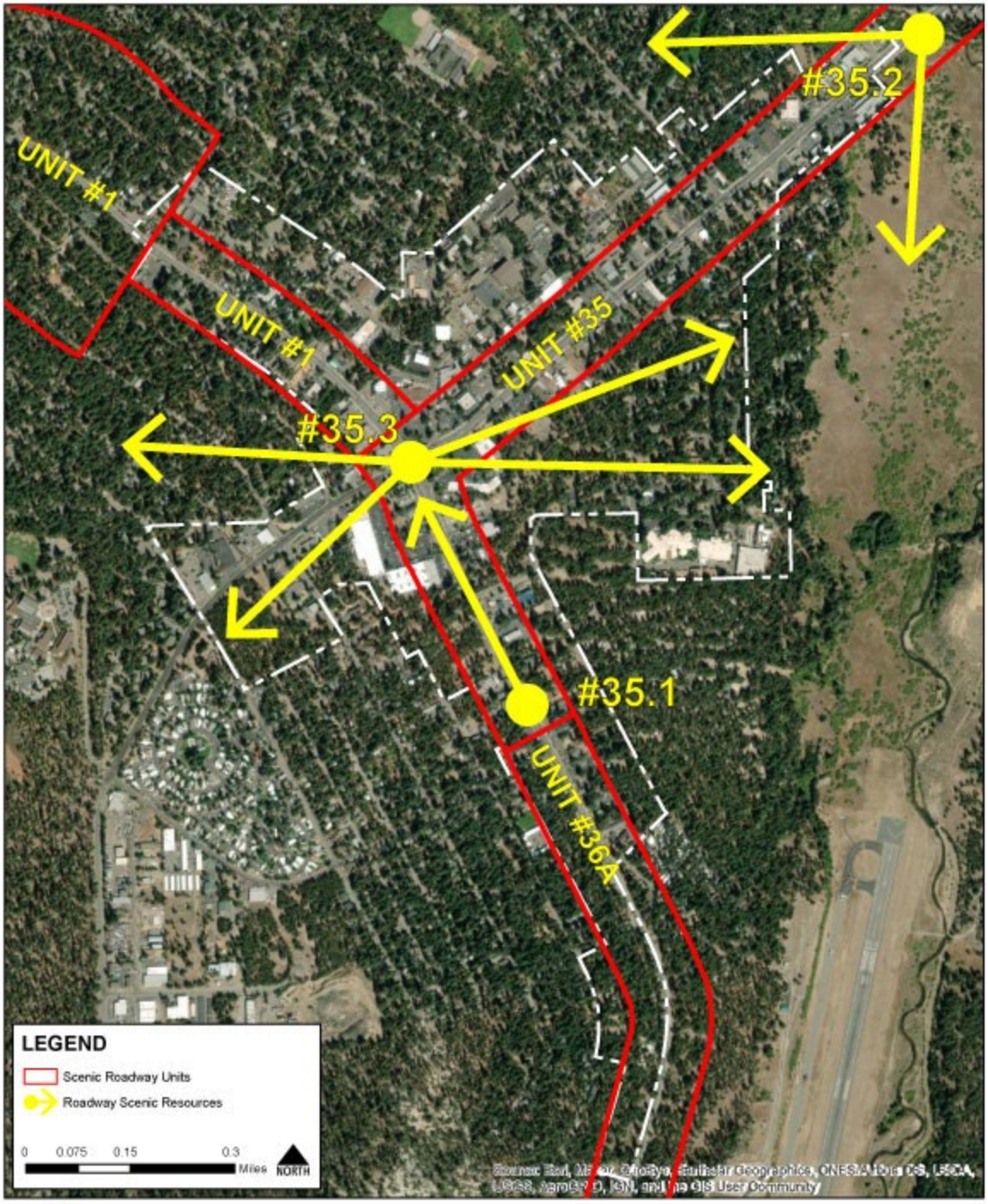



Figure 10
Source Water Map
April 2023




CITY OF SOUTH LAKE TAHOE

**Figure 11**
Scenic Resources
April 2023

# SECTION 4
# Vision and Guiding Principles



The Tahoe Valley Area Plan reflects the City of South Lake Tahoe's effort to rekindle the economic vitality and spirit of the Tahoe Valley community. The Tahoe Valley area is ready to recapture its local prominence, and the Area Plan outlines the strategy for the area's resurrection. This section summarizes the community's vision for the future of the Tahoe Valley. It also summarizes the guiding principles that were used to develop the Land Use Zoning Districts and the Plan's goals, objectives, and policies.

## 4.1 Vision Statement

The City aims to focus the energy of local residents, landowners, developers, and public officials to spark the transformation of the Tahoe Valley area and, in turn, the entire City of South Lake Tahoe. The City intends to use the Tahoe Valley Area Plan to create physical, social, and economic links that will improve the Tahoe Valley area and create a sustainable community. The vision for the Tahoe Valley area is as follows:

*"We shall transform the Tahoe Valley area into a strong and vibrant business district, creating a community that includes continuous and complimentary developments. We shall embrace outdoor enthusiasts and provide a healthy balance of commerce, employment, entertainment, and livability. Our Area Plan will create smaller, safer pedestrian-friendly districts that encourage patrons to visit multiple destinations for each vehicle trip. Our plan shall encourage retail businesses and services that meet local needs, encourage local ownership, and appeal to visitors seeking to mix with the local community.*

*Architectural and aesthetic standards shall emphasize a mountain identity through sensitive building design that incorporates open public spaces, and a walkable environment emphasizing unifying elements. Quality building designs shall emphasize character through massing and articulation that are characteristic of a mountain environment. No blank walls will be displayed. Pedestrians, transit riders, and cyclists will be encouraged and accommodated. Parking areas shall be unobtrusive, and serve more than one property.*

*We shall re-knit the fragmented elements that isolate the Tahoe Valley neighborhoods through a network of sidewalks, trails, and access to transit facilities. The transition between more intensive uses shall include design elements to ensure compatibility. The plan shall weave active and passive recreational staging areas, connecting to recreational opportunities located outside the plan boundaries. The Transit Center shall play a greater role, to include moving people locally and regionally within and outside of the Tahoe Basin.*

*Visually prominent and attractive design features shall welcome visitors entering the City from the scenic corridors of US 50 and SR 89. Through the use of environmentally conscious development techniques and restoration activities, the Area Plan will be considered a contributing component of the regional*

*ecosystem. Private and public development shall contribute to the creation of indoor and outdoor public spaces within these districts."*

## 4.2 Guiding Principles

As part of the vision, the following guiding principles create a foundation for a more sustainable, economically prosperous, communal and environmental future for Tahoe Valley:

- *Establish a land use plan and policy framework that will guide future development and redevelopment in the Tahoe Valley Plan area toward land uses that support transit ridership and economic development;*
- *Create a diversity and concentration of resident-serving shops and services that also appeal to visitors;*
- *Create public plazas, gathering spaces, and active streetscapes to promote a lively market;*
- *Encourage ground floor retail, large display windows, retail, dining and entertainment to activate the pedestrian streetscape;*
- *Preserve or replace trees and use native landscaping;*
- *Develop and implement urban design standards for buildings and structures that reflect Tahoe's mountain identity;*
- *Include transit and alternative travel modes as an essential part of the Tahoe Valley experience;*
- *Connect Tahoe Valley to adjacent residential neighborhoods with paths, trails, and sidewalks;*
- *Locate multi-family residential development within close proximity to the Tahoe Valley Town Center; and*
- *Develop new programs and facilities to meet the needs of residents, such as indoor and outdoor theaters.*

# SECTION 5
# Land Use and Community Design



This section supplements the Land Use Element of the TRPA Goals and Policies, and the Land Use Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to land use and establishes land use and zoning regulations.

The overarching vision of the 2030 South Lake Tahoe General Plan and the TRPA Regional Plan and Sustainable Communities Strategy is to create a more sustainable community. One way this will be achieved is through focusing new development and revitalization within the areas designated as Town and Regional Centers in the Regional Plan and as Nodes in the General Plan. For the Tahoe Valley area, the focus is commercial, mixed-use, and multi-family development in a pedestrian, bicycle and transit oriented land use pattern that harmonizes with the overall natural environment. The land use and community design policies in this section seek to encourage pedestrian/bicycle-friendly and transit oriented developments that help reduce resident and visitor dependency on automotive travel and building types and patterns that reflect the mountain and surrounding natural environment.

## 5.1 Land Use Districts

The following describes the seven zoning districts and special designations that are included in the Tahoe Valley Area Plan and the land use vision for each district. Figure 12 shows the boundaries and location of each zoning district.

**ZONING DISTRICTS**

**Town Center Gateway District (TC-G)**



The Gateway District, which includes properties surrounding the "Y" intersection and properties along Lake Tahoe Boulevard and Emerald Bay Road, is a key arrival area for travelers to South Lake Tahoe.

This district is intended to create an attractive mixed-use commercial corridor that provides a welcoming gateway to South Lake Tahoe and conveys the arrival to South Lake Tahoe as a destination. The physical form varies to reflect the commercial mixed-use character of the gateway corridor and to transition from surrounding, lower-density districts to the Town Center Core. Allowable uses include tourist accommodation, retail, commercial, recreation, and office uses, as well as mixed-use residential development.

**Town Center Core (TC-C)**



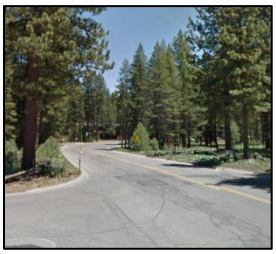
This district is the heart of the Tahoe Valley area and intended to become a place of public gathering and retail activity meeting the needs of both area residents and tourists. This district allows for vertical mixed-use projects with a focus on ground-level active storefronts and pedestrian- and transit-oriented development that encourages pedestrian activity and supports multi-modal transportation. Allowable uses include tourist accommodation, retail, commercial, entertainment, and office uses, as well as mixed-use residential development.

**Town Center Mixed-Use Corridor (TC-MUC)**



This district is intended to facilitate the transformation of the eastern and western portions of Lake Tahoe Boulevard into a multi-modal, mixed-use corridor. Allowable uses include a rich mixture of retail, service, public facility, recreation, entertainment, and housing organized in a compact development pattern, creating an aesthetically-pleasing and safe environment for pedestrians, cyclists, and automobile drivers.

**Town Center Neighborhood Professional (TC-NP)**



This district is intended to allow a variety of residential and non-residential uses to encourage a greater mix and intensity of uses in a pedestrian and bikeable environment at a scale and form that is appropriate to its neighborhood context and adjacent residential uses. Allowable uses include commercial, public service, healthcare, and office uses, social services, and neighborhood parks, as well as all types of residential development.

**Town Center Healthcare District (TC-HC)**



The Healthcare District contains the area within the immediate vicinity of Barton Hospital, north and south of South Avenue and between Fourth Street and Winnemucca Avenue. This district will continue to be the core area for healthcare services and other related supporting services.

**Commercial Mixed-Use Service (CMX-S)**



This district is intended to provide for a mix of small- and medium-scale commercial, support services, and light industrial uses to meet local and regional demand. This district may also include residential uses as part of commercial or light industrial uses to facilitate live/work opportunities and recreation uses such as day use areas.

**Emerald Bay Connection Corridor (EB-CC)**



The Emerald Bay Connection Corridor District allows for higher-density residential development adjacent to the town center. This transitional area of mixed uses is compatible with scenic restoration, the intensity of Highway 50/89, and residential uses. Permissible uses are drawn from those allowed in the adjacent Bonanza Plan Area Statement (114), in which these parcels were previously included, as well as the Gateway District. Permissible uses include residential, tourist accommodation, neighborhood compatible commercial uses, and public service. This district is a potential location for a mobility hub to provide offsite parking and transit services within the region.

**Open Space (OS)**



This district is intended to preserve and maintain open spaces within the Tahoe Valley plan area that provide a visual break from the urban environment as well as views of surrounding mountains, forests, and stream environment zones. Depending upon their ecological sensitivity, open spaces may incorporate paths, boardwalks, pedestrian and bicycle trails, and benches.

**TRPA SPECIAL DESIGNATIONS**

**Town Center Overlay**

Town Center contains 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.

**Stream Restoration Plan Area**

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior 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.

**Transfer of Development Rights Receiving Area**

The following designations determine which plan areas, or portions thereof, are receiving areas for transfer of the development specified in Chapter 51: Transfer of Development:

1. Existing Development: The existing development designation determines which areas are eligible for the transfer of existing uses in the plan area.

2. Multi-Residential Units: The multi-residential unit designation determines which areas are eligible for the transfer of residential development rights.

## 5.2 Goals and Policies

This subsection outlines land use and community design goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal LU-1: Land Use**

To shape the Tahoe Valley area into an attractive pedestrian, bike, and transit-oriented mixed-use commercial service district.

**Policy LU-1.1 – Active Streets**

Animate streets by allowing uses such as retail, entertainment, special events, outdoor dining and seating, oriented towards the sidewalk.

**Policy LU-1.2 – Connectivity**

Create bike, pedestrian and open space connections from the Tahoe Valley Area Plan to the adjacent residential neighborhoods and nearby recreation.

**Policy LU-1.3 – Special Events**

Designate an area within the Town Center Core as a Special Events Area allowing for temporary events and activities to increase pedestrian and economic activity in these areas.

**Policy LU-1.4 – Outdoor Markets**

Encourage the operation of Farmers' and Outdoor Markets in the Town Center Core.

**Policy LU-1.5 – Auto-Oriented Commercial Use Consolidation**
Encourage the consolidation of existing auto-oriented commercial development into pedestrian-oriented development.

**Policy LU-1.6 – Airport Compatibility**

Allowed uses shall be found to be consistent with noise, height and safety, policies of the City's adopted Land Use Compatibility Plan for the Lake Tahoe Airport.

**Policy LU-1.7 – Non-conforming Uses**

Legally existing uses that are not consistent with this plan will be considered non-conforming and grandfathered in. They will be allowed to continue at their existing density and intensity of use.

**Goal LU-2: Community Services**
To transform the Tahoe Valley area into an attractive gateway district that provides both residents and visitors access to high quality local and regional commercial uses, entertainment opportunities, recreation experiences, and tourist accommodation options.

**Policy LU-2.1 – Mixed Uses**
Promote mixed land uses within the Tahoe Valley area and adopt a use list that permits a wide range of commercial, retail, entertainment, tourist, residential, recreation, and public uses to service residents and visitors. This can be achieved through vertical or horizontal mix of uses within the same structure or in different structures on the same site. Vertical mixed-use projects are especially encouraged within the Town Center Core district, along Lake Tahoe Blvd/US 50 and Emerald Bay Road/SR 89.

**Goal LU-3: Community Design**
To improve community character through appropriate site and building design.

**Policy LU-3.1 – Distinctive Design**
Create connected and walkable districts that have a strong sense of identity while avoiding repetition in building design and siting.

**Policy LU-3.2 – Architectural Style**
Require the use of "mountain" architectural theme in new development and through remodeling as demonstrated in the 2016 South Lake Tahoe Design Guidelines. Mountain architecture features the use of pitched roofs, natural colors in darker shades, and natural materials such as rock and wood.

**Policy LU-3.3 – Inter-connected Development**
Ensure that every project is planned to enhance the physical, visual, and social connections to surrounding parcels and to the larger community.

**Policy LU-3.4 – Visual Impact of Parking**
Minimize the visual impact of parking by locating it to the rear and/or side of buildings and providing landscape screening.

**Policy LU-3.5 – Public Art**
Integrate public art into streetscape and landscape areas along US 50 and SR 89, and in the Town Center Core District. Encourage placement of interesting and attractive murals. All proposed public art must be approved by the City of South Lake Tahoe Public Art Review Process.

**Policy LU-3.6 – Lighting**
Establish pedestrian-scaled and strategically-placed lighting along US 50, SR 89, and Lake Tahoe Boulevard. Lighting must promote pedestrian safety and comfort and enhance architectural and site design. Prevent unnecessary and intrusive lighting that detracts from the beauty and view of the night sky.

**Policy LU-3.7 – Building Rehabilitation**
Encourage redevelopment through demolition, reconstruction, rehabilitation, remodeling, or other aesthetic improvement of buildings and signage.

**Policy LU-3.8 – Building Heights**

Maximum building heights established through the Area Plan public process are described in Appendix C, Development and Design Standards.

**Goal LU-4 Revitalization and Redevelopment**

To create a sustainable economic and community activity center through revitalization, reuse, and development of existing and buildable vacant sites in the Tahoe Valley Area Plan.

**Policy LU-4.1 – Infill and Underutilized Site Development**

Encourage physical change and economic development within the Tahoe Valley area by promoting infill development on high capability lands and redevelopment and revitalization on underutilized and over covered lands with existing infrastructure.

**Goal LU-5 Town Center Core**

To shape the Town Center Core into a primary area in the City for a vibrant mixed-use, resident-serving commercial and residential node.

**Policy LU-5.1 – Town Center Core**

Create a compact, mixed-use, vibrant Town Center Core district focused on the "Y" intersection that includes resident-serving commercial uses, retail and entertainment uses, and workforce and affordable housing.

**Policy LU-5.2 – Commercial Activity**

Create a pedestrian-oriented land use pattern that is served by transit and alternative transportation options. The Town Center Core should be a unique and recognizable district in South Lake Tahoe with its pedestrian-scale mountain architecture, active streetscapes, mix of uses, and focus on resident serving commercial uses.

**Policy LU-5.3 – Commercial Diversity**

Facilitate the development of commercial projects that include a mix of businesses that will kick off revitalization of the Tahoe Valley area. The first priority is the Town Center Core.

**Policy LU-5.4 – Gathering Spaces**

Create gathering spaces in the Town Center Core to promote social interaction, cultural and civic uses. The spaces should provide an area for people to gather, interact, relax, reflect, and pass time.

**Policy LU-5.5 – Entertainment**

Promote the establishment of the Town Center Core District as a central entertainment and recreation attraction for residents and visitors. Promote uses such as movie theaters, skating rinks, and recreation-based retail uses.

**Policy LU-5.6 – Building Orientation**

Orient buildings directly onto the four corners of the "Y" intersection and adjacent plazas so their entrances face and have frontage to the intersection with parking behind. Where there is adjacent open space, recreation, and/or pedestrian corridors, buildings may orient entrances in that direction but shall not be designed with an inactive "backside" facing the street.

**Policy LU-5.7 – Viewshed**
Maximize views of the surrounding trees and mountains from the "Y" intersection through appropriate site and building design.

**Policy LU-5.8 – Neighborhood Compatibility**
Require taller buildings to be designed to minimize negative visual impacts, particularly on adjacent residential areas, through such techniques as facade articulation, building orientation and location, and stepping back upper floors above two stories.

**Goal LU-6: Neighborhood Professional District**
To provide an area for professional offices, social services, and health-related facilities that can support and complement Barton Hospital.

**Policy LU-6.1 – Healthcare**
Encourage the concentration of healthcare providers and services in the Neighborhood Professional District (TC-NP) to provide convenience to patrons. This area will provide a mix of residential, tourist, and healthcare uses within a cohesive neighborhood setting that encourages walking and biking.

**Goal LU-7: Healthcare District**
To support and expand South Lake Tahoe's Healthcare Industry

**Policy LU-7.1 – Barton Hospital Campus**
Encourage Barton Healthcare to consolidate its facilities within the Healthcare District (TC-HC). This district would provide for healthcare services such as an orthopedic center, employee housing, temporary housing for patients' family members**,** and a parking garage. Encourage Barton Healthcare to prepare a master plan for the Healthcare District that provides a blueprint for future development and redevelopment that connects existing and future facilities through an integrated pedestrian and bike friendly system.

**Policy LU-7.2 – Parking**
Require the master plan to analyze parking needs in the Healthcare District and incorporate parking management strategies to centralize and consolidate parking to create a "park-once" environment that is efficient, convenient and accessible by all the facilities located within the district.

**Goal LU-8: Commercial Mixed-Use Service District**
To maintain an area for small-scale industrial and commercial mixed uses in the South Shore community.

**Policy LU-8.1 – Industrial Uses**
Support the industrial needs of South Shore's full-service community by continuing the Commercial Mixed-use Services District in a manner that is compatible with increasing residential uses.

**Policy LU-8.2 – Storage Containers**
Require industrial-style storage containers for on-site storage to be enclosed and screened from the public right-of-way; bike paths, lanes. and routes; pedestrian trails and sidewalks; and adjacent open spaces.

**Goal LU-9: Sustainability**
To create a sustainable community with reduced private automotive trips, reduced greenhouse gas emissions and a more energy-efficient built environment.

**Policy LU-9.1: Sustainable Communities Strategy**

Implement the TMPO's Sustainable Community Strategy in the Tahoe Valley area by integrating land use, transportation, and housing strategies to create walkable town centers, provide alternative transportation options, provide for a variety of housing types in close proximity to services, connect neighborhoods, and protect the area's natural resources.

**Policy LU-9.2: Commercial Floor Area Incentives**

Provide incentives such as streamlined permitting and priority access to Commercial Floor Area and Residential Allocations for projects that incorporate green building measures. Also see Policy ED-1.3.

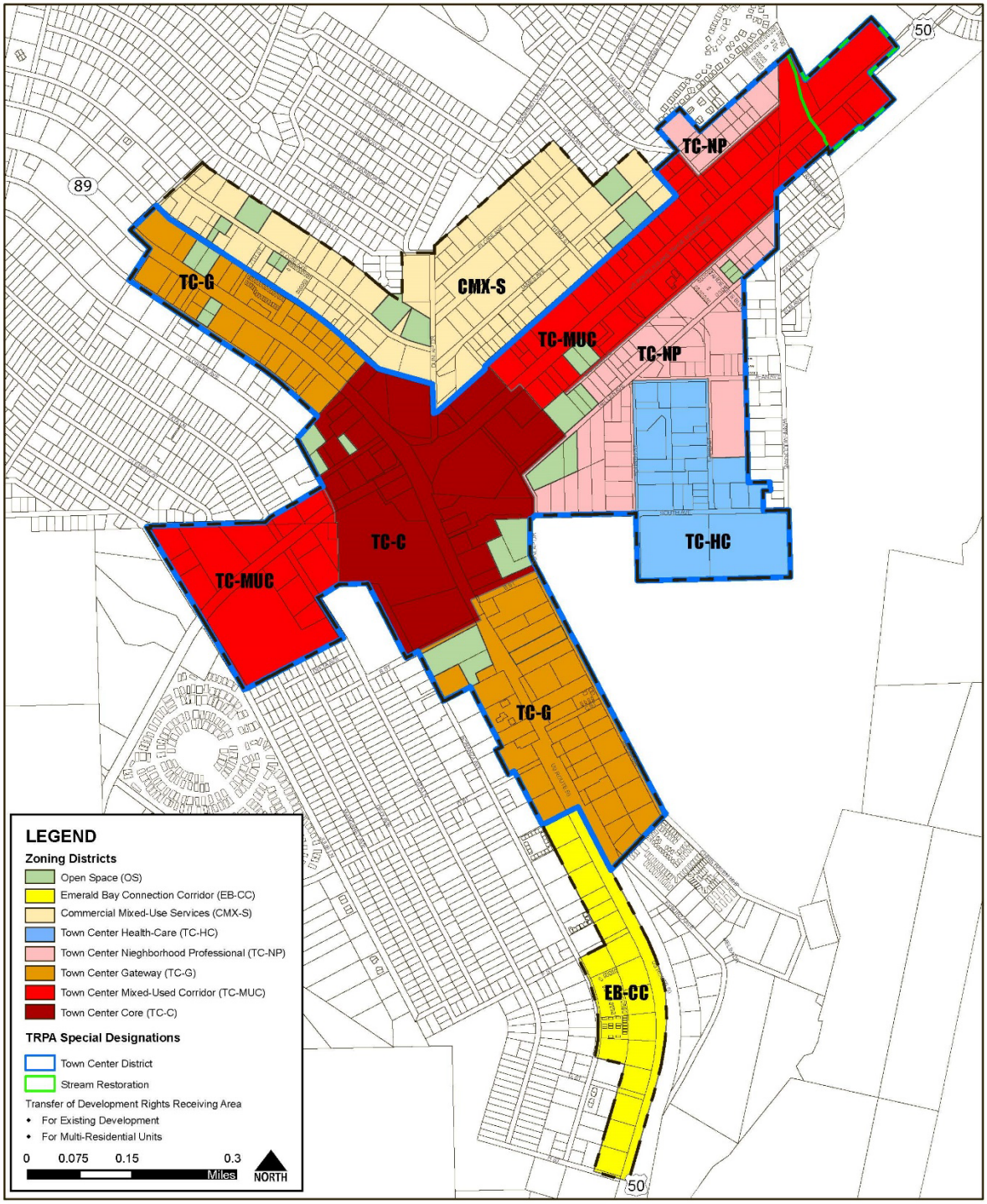
**Goal LU-10: Transfer of Development**
To focus development in centers in order to maximize incentives and create transit-, bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors.

**Policy LU-10.1: Revitalization and Consolidation of Development**

Encourage and allow for the revitalization and consolidation of development within centers by allowing for the transfer in of residential units of use and tourist accommodation units that have been converted to commercial floor area pursuant to TRPA Code Section 50.10.

## 5.3 Development and Design Standards

The Development and Design Standards and permissible use list for the Tahoe Valley Area Plan are included in Appendix C.




CITY OF SOUTH LAKE TAHOE

**Figure 11**
Zoning Map
April 2023

# SECTION 6
# Economic Development

The Tahoe Valley plan area is largely dominated by obsolete strip commercial development along South Lake Tahoe's key corridor (US 50). This type of commercial development does not create an attractive environment for achieving the City's long-term economic development goals. Shortcomings include the area's multiple curb cuts, relatively small and fragmented parcels, stand-alone structures, older and sometimes obsolete motels struggling to survive, and lack of coordinated sidewalks, bike paths, landscaping, and other amenities. There is a clear need to revitalize the area to increase economic activity. The area is in a unique position to capture more local-resident-serving commercial sales, as well as capture more tourist sales. This local market is a major employment center that provides services including restaurants and eating places, general merchandise, apparel, home furnishings, and appliances stores, and building material groups which primarily (but not exclusively) serve local residents. This subsection outlines economic development goals and policies for the Tahoe Valley Area Plan.

## 6.1 Goals and Policies

**Goal ED-1: Economic Development**

To create a commercial, office, residential, and civic hub that will be a community focal point and destination place for South Lake Tahoe residents and visitors.

**Policy ED-1.1 – Gateway District**
Provide incentives and remove barriers to help redevelop the Gateway District into a mixed-use office, commercial, and residential corridor.

**Policy ED-1.2 – Town Center Core**
Provide incentives and remove barriers to help redevelop the Town Center Core District into the key focal place of South Lake Tahoe. Focus uses toward commercial retail, dining, groceries, professional offices and outdoor recreational uses.

**Policy ED-1.3 – Commercial Floor Area Incentives**
Provide City-owned CFA for purchase for mixed-use developments in the Town Center and for redevelopment or improvements to a distressed or blighted properties.

**Policy ED-1.4 – Coverage Incentives**
Promote revitalization in the Tahoe Valley area by leveraging the City's SEZ restoration credits and banked land coverage to help private projects offset their excess coverage mitigation fees and provide a source for land coverage transfers. See Policy NCR 7.2

**Policy ED-1.5 – Alternative Land Coverage Management System**

Property owners within the Town Center Core District, in coordination with the City, may develop alternative comprehensive coverage management systems as alternatives to the parcel-level coverage requirements outlined in subsections 30.4.1 and 30.4.2 of the TRPA Code of Ordinances,

provided that the alternative system complies with the provisions of subsection 13.5.3.B.1: *Alternative Comprehensive Coverage Management Systems* of the TRPA Code of Ordinances.

**Policy ED-1.6 – Commercial Floor Area Exceptions**

Where a primary use falls under "participant sport facilities," "amusement, recreation, and entertainment facilities," or the like, commercial floor area shall not be required for the following spaces and those of similar nature:

A. Performing stage and orchestra area

B. Area of play in a sporting facility (playing fields and courts, pool area, roller- or ice-skating rink, weight room, etc.)

C. Lanes in shooting or archery ranges, bowling alleys, etc.

**Policy ED-1.7 – Designated Special Events Area**

The City shall pursue special event designations for the Crossings (APN 023-231-025), the TJ Maxx/Blue Zone center (APN 023-421-001), and the Tahoe Valley Greenbelt. A keystone of this effort is identifying an entity to oversee events. The City shall continue to work with community members and business owners to identify this body.

**Goal ED-2: Neighborhood Professional and Healthcare Districts**
To support and expand South Lake Tahoe's healthcare industry.

**Policy ED-2.1 – Healthcare**
Encourage additional healthcare-related facilities to locate in the Healthcare District.

**Policy ED-2.2 – Barton Hospital Campus Master Plan**
Encourage and collaborate with Barton Hospital to develop a Campus Master Plan for the Healthcare District that promotes connectivity, walkability, and bikeability (See also Policies LU-7.1 and LU-7.2).

**Policy ED-2.3 – Barton Hospital Incentives**
Provide flexibility for the Barton Hospital to engage in public-private ventures. Upon adoption of a Campus Master Plan, healthcare services in which Barton Hospital owns a majority interest and are located within the Healthcare District will be considered public services provided by a non-profit organization, and may be exempt from the requirements for CFA entitlements pursuant to TRPA Code Section 50.8.3.

**Goal ED-3: Commercial Mixed-Use Service District**
To modernize the existing industrial uses in the Commercial Mixed-Use Service District.

**Policy ED-3.1 – Retention**
Maintain the Commercial Mixed-Use Service District as a secondary industrial area, while reducing interference with residential uses.

**Policy ED-3.2 – Modernization**
Support the modernization of the existing industrial uses in the Commercial Mixed-Use Service District so they are less polluting, less obtrusive to neighboring uses, and consume less energy.

**Policy ED-3.3 – South Tahoe Refuse**
Assist South Lake Tahoe Refuse with upgrading their existing facilities with state-of-the-art improvements to increase efficiency of service to the community and compatibility with surrounding land uses.

## 6.2 Implementation

The following implementation strategies are proposed to promote economic activity and increase pedestrian activity in the Tahoe Valley area.

| Economic Development Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Project Review Memorandum of Understanding (MOU) with TRPA | The City and TRPA shall move forward with implementing the MOU that was certified by the City in November 2012 and adopted by TRPA in December 2014. | CSLT<br>TRPA |
| Special Event Area Designation | The City shall pursue obtaining a TRPA special event permit designation for the Town Center Core District. Temporary activities may occur in the special event area without further TRPA or City review upon approval of a special event area. All other temporary events outside the identified special event area will require a temporary activity permit. | CSLT |
| Commercial Floor Area | Amend the CFA allocation procedures to add additional criteria for earning CFA from the City unallocated pool. | CSLT |
| Land Coverage | Leverage the City's banked coverage and SEZ restoration credits to facilitate redevelopment, land coverage removal, and SEZ restoration in the Tahoe Valley area. | CSLT |

# SECTION 7
# Housing

This section supplements the Housing Sub-element of the TRPA Regional Plan Goals and Policies, and the Housing Element of the City of South Lake Tahoe General Plan. This section provides the policy context for the Tahoe Valley Area Plan to achieve the vision of creating a range of housing opportunities and choices. These opportunities include increasing the availability of quality workforce and affordable housing, providing for housing opportunities within close proximity to the Tahoe Valley Town Center Core, and allowing for the mixing of land uses to encourage live/work opportunities that allow business to grow and evolve over time.



## 7.1 Goals and Policies

**Goal H-1: Housing Development**
Promote the construction of a variety of high-quality housing types for all income levels in the Tahoe Valley area.

**Policy H-1.1 – Housing Options**
Provide for a range of housing options that include affordable, moderate-income, and workforce housing so that people can live and work in the City.

**Policy H-1.2 – Housing Incentives**
Provide the following incentives to encourage the development of a range of housing options in the Tahoe Valley plan area:

- Additional coverage and height for housing developments serving high-demand markets.
- Access to the City's banked coverage pool to offset excessive coverage mitigation fees and for transfer of coverage (see Policy NCR-7.2).
- Allow density bonuses for projects eligible under California state law.
- Provide Residential Units of Use at no cost for the development of accessory dwelling units.
- Provide development rights and land coverage at no cost for multi-family residential projects and mixed-use projects containing multi-family residential units when the project is in the Town Center.

- Provide sewer units at no cost for residential projects, where at least 50% of the newly constructed units are deed restricted to accommodate low, very low, and moderate-income families.

**Policy H-1.3 – Residential Improvement**
New residential development may take the form of both infill of vacant parcels and reuse of existing developed parcels that benefit from "grandfathered" excess land coverage, existing sewer units, and other benefits associated with the redevelopment of existing lots.

**Policy H-1.4 – Compatibility with Neighboring Uses**
Ensure new and rehabilitated residential developments are designed to be compatible with neighboring uses.

**Policy H-1.5 – Redirection of Development**
Direct high-density residential development to areas of Tahoe Valley that are within walking distance of public transit and services.

**Policy H-1.6 – Commercial Mixed-Use Service District**
Allow residential uses within the Commercial Mixed-Use District if they are part of a mixed-use project.

**Policy H-1.7 – Tahoe Livable Communities Program**
Collaborate and support efforts of the California Tahoe Conservancy to remove blighted properties and repurpose associated development commodities. Encourage the use of residential commodities for affordable housing in Tahoe Valley area.

**Policy H-1.8 – Regional Housing Needs Assessment**
Collaborate with TRPA on the Regional Housing Needs Assessment to develop updated policies and implementation strategies to remove barriers and facilitate the development of affordable housing. Regional housing policies and programs should complement and not conflict with or duplicate state or local housing policies and programs.

**Policy H-1.9 – Housing Needs**
Encourage the consolidation of parcels within the Tahoe Valley area or the incorporation of parcels adjacent to the Area Plan boundaries for the development of multi-residential units.

**Policy H-1.10 – Conversions**
Encourage property owners of older motels units located in the Gateway District to convert tourist accommodation units to residential units of use onsite pursuant to TRPA Code Section 50.10.2.

**Policy H-1.11 – Mixed-Income Neighborhoods**

To create a balanced community, the City shall promote mixed-income neighborhoods by encouraging innovative design (e.g., second units, live-work units, etc.).

**Goal H-2: Mixed-Use Housing**
To facilitate the development of housing for all income levels in association with mixed-use development within the Tahoe Valley Area Plan.

**Policy H-2.1 – General**
Encourage the creation of residential uses to support and add vitality to commercial and public service projects in the Tahoe Valley area.

**Policy H-2.2 – Town Center Core District**
Encourage residential and nonresidential mixed-use projects in the Town Center Core District. Residential uses shall be located above ground floor commercial uses or in separate residential structures located away from arterial roadways.

**Goal H-3: Energy Efficiencies**
To ensure energy efficiencies and appropriate weatherization for all new and existing homes.

**Policy H-3.1 – New Construction**
Ensure that new construction meets the Title 24 energy conservation requirements of the State of California.

**Policy H-3.2 – Green Building**
Encourage and promote green building practices during the development review process and implement the City's Green Building Incentive Program.

**Goal H-4: Preservation of Existing Housing**

Ensure no net loss of existing long term housing units.

**Policy H-4.1 – Mitigation for Reduced Housing Units**

When multi-family properties are redeveloped to lower density residential uses, commercial uses, or tourist accommodation uses, require one-for-one mitigation of the lost units within the Tahoe Valley plan area.

**Policy H-4.2 – Retaining Long Term Rentals**

Prohibit single-family dwellings that are the result of redevelopment on sites where a higher density previously existed from operating as short-term rentals.

# SECTION 8
# Transportation and Circulation



The Transportation and Circulation Section is a supplement to the Transportation Element of the Regional Plan, Transportation and Circulation Element of the City of South Lake Tahoe General Plan, and the TRPA/TMPO Regional Transportation Plan and Sustainable Communities Strategy. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan to achieve its vision for future transportation and circulation systems which are critical to the community's livability, economic viability, and environmental quality.

This section contains goals and policies and implementation strategies that will help create a safe, efficient, and integrated transportation system that provides quality mobility options and connectivity for all sectors of the population. The Area Plan seeks to improve connections to adjacent neighborhoods, increase pedestrian and bicycle connections, improve transit access, conserve energy resources, reduce vehicle miles traveled, reduce greenhouse gas emissions, improve air quality, and connect Tahoe Valley to the regional transportation system.

## 8.1 Goals and Policies

**Goal T-1: Roadways**
To provide safe and efficient vehicular circulation for the Tahoe Valley Area Plan.

**Policy T-1.1 – Level of Service**
Strive to maintain a level of service (LOS) D or better on all arterial and collector roads, and signalized intersections. This LOS standard may be exceeded 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.

**Policy T-1.2 – "Wayfinding" Signage**
Install an integrated way-finding and directional signage program through the Tahoe Valley area directing visitors on foot, bikes, or in vehicles, to recreation, commercial, tourist, transit and parking facilities.

**Policy T-1.3 – US 50 and SR 89**
Coordinate with Caltrans for continued improvements to US 50 and SR 89 by installing bike lanes; enhancing bike facility treatments such as green paint, buffers and signage; installing and maintaining pedestrian sidewalks and sidewalk lighting.

Coordinate and support TRPA in implementation of the SR 89 Corridor Plan.

**Policy T-1.4 – Truck Routes**
Minimize truck traffic through residential neighborhoods by requiring trucks to use designated and posted truck routes.

**Policy T-1.5 – Vehicle Short Cuts**
Minimize vehicular traffic "shortcuts" through residential areas and commercial parking lots through use of street design, traffic controls, and traffic calming measures.

**Policy T-1.6 – Traffic Movements on Lake Tahoe Boulevard**
Discourage left turn movements on Lake Tahoe Boulevard, with the exception of signalized intersections.

**Policy T-1.7 – Complete Streets**
Develop and adopt complete street roadway design standards for US 50 and the following collector streets: Third Avenue and South Avenue.

**Policy T-1.8 – Healthcare District**

Coordinate with Barton Healthcare on the Campus Master Plan to ensure that any proposed roadway modifications or abandonments in the Healthcare District meet standards for safety, traffic, bike, and pedestrian movement.

**Policy T-1.9 – Barton Avenue**

Ensure that loading and delivery access is maintained along Barton Avenue as part of any roadway improvement project or construction of the Tahoe Valley Greenbelt.

**Goal T-2: Parking and Access**
To create an accessible, efficient, and an aesthetically pleasing parking system in the Tahoe Valley Area Plan.

**Policy T-2.1 – Shared Parking**
Encourage shared-use parking facilities and agreements between businesses/uses on adjacent parcels.

**Policy T-2.2 – Parking Structures**
Encourage the development of above-ground or underground structured parking, or public/shared parking lots near the Town Center Core to serve surrounding uses at the "Y" intersection and transit connections to other destinations.

**Policy T-2.3 – Driveway Consolidation**
Where feasible, reduce the number of ingress/egress points along US 50 and SR 89 by combining and realigning driveways to improve traffic flow and eliminate conflicts between pedestrians, bicycles, and vehicles.

**Policy T-2.4 – New Project Access**
Require new projects located on corner parcels to provide their vehicle access from side streets instead of from Lake Tahoe Boulevard or Emerald Bay Road, unless shown that highway access would be safer.

**Policy T-2.5 –Alternative Parking Demand**
Allow projects to reduce their parking requirements provided the project offsets parking demand through additional parking management and/or contributions to shared parking facilities, public transportation and/or right of way improvements.

**Policy T-2.6 Parking for Affordable Housing**

Establish reduced parking requirements for affordable housing projects that are not exempt from parking requirements by state law.

**Policy T-2.7 Parking Benefit District**

Conduct public outreach and studies to determine the feasibility of establishing a parking benefit district to facilitate development of shared public parking facilities and parking management within the district.

**Policy T-2.8 Tahoe Valley Mobility Hub**

Conduct public outreach and a feasibility analysis of developing a parking hub and identify priority locations to facilitate a park-once environment.

**Goal T-3: Pedestrian Facilities**
To create a functional, safe, convenient, and integrated pedestrian system in the Tahoe Valley area and the surrounding neighborhoods.

**Policy T-3.1 – Connectivity**
Provide adequate pedestrian and bicycle facilities such as continuous sidewalks, bike paths and bike lanes throughout the Tahoe Valley area that connect commercial, health services, entertainment, residential, and recreation areas.

**Policy T-3.2 – Pedestrian Priority**
Give pedestrian safety and convenience highest priority in site planning and roadway design.

**Policy T-3.3 – Pedestrian/Automobile Buffer**
Develop landscape strips between sidewalks and arterial roadways to buffer pedestrians from vehicular traffic.

**Policy T-3.4 – Sidewalks**
Require all projects on an arterial or collector street that include new development, major remodeling, and any significant addition to provide and maintain sidewalks along the public street frontage. Such sidewalks shall comply with ADA requirements.

**Policy T-3.5 –Pedestrian Obstacles**
Remove and/or relocate any existing impediments to pedestrian movement along sidewalks, such as poles, trees, signs, wires, and other public/private utility infrastructure.

**Policy T-3.6 – Pedestrian/Bicycle Crossing at the "Y" Intersection and US 50**
Develop strong pedestrian and bicycle links (e.g., crosswalks and refuge islands) between the four corners of the "Y" intersection and along US 50. Coordinate with Caltrans to evaluate

alternative crossings, that create safe passage across US 50 for pedestrians and cyclists south of the "Y" intersection.

**Policy T-3.7 – Pedestrian Access**

Develop a strong pedestrian (sidewalks, paths, and trails) access system that effectively links adjacent residential neighborhoods to Tahoe Valley's employment centers, commercial uses, public service uses, and recreational and educational opportunities as an alternative to vehicle trips.

**Goal T-4: Bikeways**

To develop a safe and efficient bikeway system that promotes biking as an alternative to local vehicle trips.

**Policy T-4.1 – Bikeway System**

Develop a bikeway system that effectively links residential neighborhoods, employment centers, commercial areas, public uses, recreation uses, and educational centers, both within and outside of the Tahoe Valley area. Bicycle and pedestrian improvements that are identified in the City General Plan, TRPA Regional Plan, and/or TRPA's Lake Tahoe Regional Bike and Pedestrian Master Plan, which are adjacent to or within private development project areas, shall be implemented as conditions of approval.

**Policy T-4.2– Bikeway Linkages**

Integrate and link existing bike paths with regional paths. Connect the Tahoe Valley trail system to the proposed Meyers – Stateline Greenway bike trail.

**Policy T-4.3– Winter Use**

Designate, where appropriate, Class I bike trails for winter use. Identify and study funding mechanisms to plow the trails where pedestrians and bikers need access or designate for cross country or snowshoe use. Implement snow removal practices along roadways to ensure that bike trail crossings are not blocked by snow berms.

**Policy T-4.4 – Bicycle Parking and Storage**

Install bicycle racks or lockers at all public parks, gathering areas, shared parking facilities, and transit centers. Require them in all new private developments and changes of use or tenant improvements.

**Policy T-4.5 – Bike Route Improvement**

Explore implementing measures to make the bike routes safer and more appealing bicycling experience.

**Policy T-4.6 – Bicycle Route Maintenance**

Prioritize the maintenance of roads containing designated bicycle routes and Class II bike lanes.

**Policy T-4.7 – Safe Routes to School**

Coordinate with the South Lake Tahoe Unified School District, non-profit community groups, and the Tahoe Transportation District to maintain and implement a Safe Routes to School Master Plan. Washington Avenue, Third Street, and D Street are potential safe routes to school.

**Policy T-4.8 – South "Y" Intersection Enhancements**

Coordinate with Caltrans to enhance and maintain combined bike lane/turn lanes, intersection crossing markings, and colored pavement to clearly demark auto and bicycle travel lanes and improve bicycle safety at the South "Y" intersection .

**Policy T-4.9 – Longevity of Bikeway Improvements**

Encourage practices that increase the longevity of bike path improvements, such as recessed paint or thermoplastic paint.

**Goal T-5: Transit**

To promote the use and expansion of transit options for South Lake Tahoe citizens.

**Policy T-5.1 – Transit Services**

Work with the Tahoe Transportation District to ensure that the Tahoe Valley area and its major employment centers, shopping destinations, and residential neighborhoods are served by frequent bus service with shorter headways. Coordinate with the Tahoe Transportation District and Tahoe Area Regional Transit to connect the South Shore transit service to North Shore transit service.

**Policy T-5.2 – Bus Turnouts and Shelters**

Coordinate with the Tahoe Transportation District to ensure that bus shelters and bus pullouts are installed at all bus stops throughout the Tahoe Valley area.

**Policy T-5.3 – Transit Stops**

Require all mixed use residential/retail development projects of more than three acres or containing more than five residential units to designate and reserve locations for transit/school bus stop locations where appropriate.

**Policy T-5.4 – Transit Center**

Work with Tahoe Transportation District and Amtrak to ensure that the City-owned Transit Center has the capacity for long-term transit growth.

**Policy T-5.5 – West Shore Shuttle Service**

Work with the Tahoe Transportation District to ensure continual and frequent shuttle service trips during the summer months from the South Y Transit Center to Camp Richardson, the US Forest Service beaches along SR 89, and Emerald Bay.

**Policy T-5.6 – Intelligent Signage**

Coordinate with Caltrans and California Highway Patrol to install and operate electronic message signs to convey traffic and parking conditions at recreation facilities located on SR 89 between the Y intersection and Emerald Bay.

**Policy T-5.7 – Funding for Expansion of Transit**

Continue to partner with South Shore Transportation Management Association, Tahoe Transportation District, Tahoe Regional Planning Agency, and other partners to identify new and existing funding sources to expand and electrify fixed-route bus services, micro-transit services, and other transit options.

**Goal T-6: Sustainable Communities Strategy**

To provide a transportation and circulation system that promotes reduction in greenhouse gases, creation of multimodal networks and promotion of a mix of land uses.

**Policy T-6.1 – SCS Implementation**

Implement the TMPO Sustainable Communities Strategy in the Tahoe Valley Area Plan by integrating land use, transportation, and housing strategies to create a walkable Town Center, provide alternative transportation options, provide for a variety of housing types in close proximity to services, connect neighborhoods, and protect the area's natural resources.

## 8.2 Implementation

This subsection outlines transportation and circulation improvements that implement the vision, guiding principles and the goals and policies of the Tahoe Valley Area Plan (See Table 8.1).

Future improvements to the area's transportation and circulation system will provide opportunities for residents and visitors to walk, bike or use public transit throughout the area. While slight adjustments to the existing roadway system may be possible, the greatest potential for improving the overall transportation and circulation system will be achieved through the development of a comprehensive multi-modal network. Continuing to make connections between the completed and proposed trails and sidewalks and strengthening the connections to public transportation options will create the foundation for a complete transportation network. This will improve TRPA's thresholds for Vehicles Miles Travelled (VMT), air quality, water quality and noise, support the local economy, improve public health and support a connected, walkable and bikeable community.

A variety of improvements to the area's transportation and mobility system intended to encourage safety, connectivity, and access to the area's surrounding recreational opportunities are proposed by various agencies and are in various phases of design, permitting or environmental review, and are listed below:

| **Transportation and Circulation Strategies** | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| US 50 and SR 89 Improvements | RTP #74: US 50 Signal Synchronization and Adaptive Signals Project. Upgrade signal timing equipment at signalized intersections along US Highway 50 to improve traffic flow. | CALTRANS (existing capital project) |
| | RTP #81: Signalization Upgrade. Upgrade signal timing equipment at City of South Lake Tahoe signalized intersections to improve traffic flow. | CALTRANS (existing capital project) |
| | South "Y" Intersection Bike Lane Stripping. Maintain recent bike lane updates to the "Y" intersection, including the combined bike lane/turn lane, intersection crossing markings, | CSLT with CALTRANS coordination |

| Transportation and Circulation Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| | and colored pavement for enhancement of public safety and clear delineation of auto and bicycling travel lanes. | |
| | The Tahoe Valley Greenbelt: The project focuses on two key elements: (1) construction of a comprehensive regional storm water treatment system (see Tahoe Valley Erosion Control Project description); and (2) construction of a recreation and open space community amenity. This project will create a distinct and unique recreation and open space amenity southeast of the "Y" intersection. The project will include SEZ restoration, installation of pedestrian-bicycle pathways, pedestrian amenities and interpretive signage along with storm water improvements. The Greenbelt will serve as a visual amenity for adjacent residential and commercial uses and provide a bicycle and pedestrian link from residential neighborhoods to the Tahoe Valley commercial core. There are existing bicycle paths and stormwater facilities in the area, which would be upgraded and enhanced as part of this project. | CSLT<br>CTC |
| | South Tahoe Greenway: The proposed South Tahoe Greenway Shared Use Trail will create the backbone of the bicycle and pedestrian network in South Lake Tahoe and will take a major step forward in furthering sustainability goals of South Shore communities. The Greenway will connect residents and visitors to community and recreation destinations from Meyers to the Stateline, providing a high-quality alternative to private automobile use. The highest priority 1.8-mile segment will link urban neighborhoods in the core of South Lake Tahoe to shopping, social services, schools, and recreation destinations. Continuing the trail system northward to the state line provides important connections to the largest concentration of visitor services in the region, including shopping, lodging and transit. Completion of this link also connects the recreation resources at Van Sickle Bi-State Park to the network. A southern trail extension to Meyers, not part of the current project, would complete the transportation link. A spur trail to link the Tahoe Valley area to the Greenway is proposed at the west end of South Street. | CSLT |
| | Bicycle Transportation Signage System: Continue coordination with the Lake Tahoe Bicycle Coalition to develop and implement a consistent, functional bicycle transportation system that serves the commuting needs of employees, | LTBC<br>CSLT |

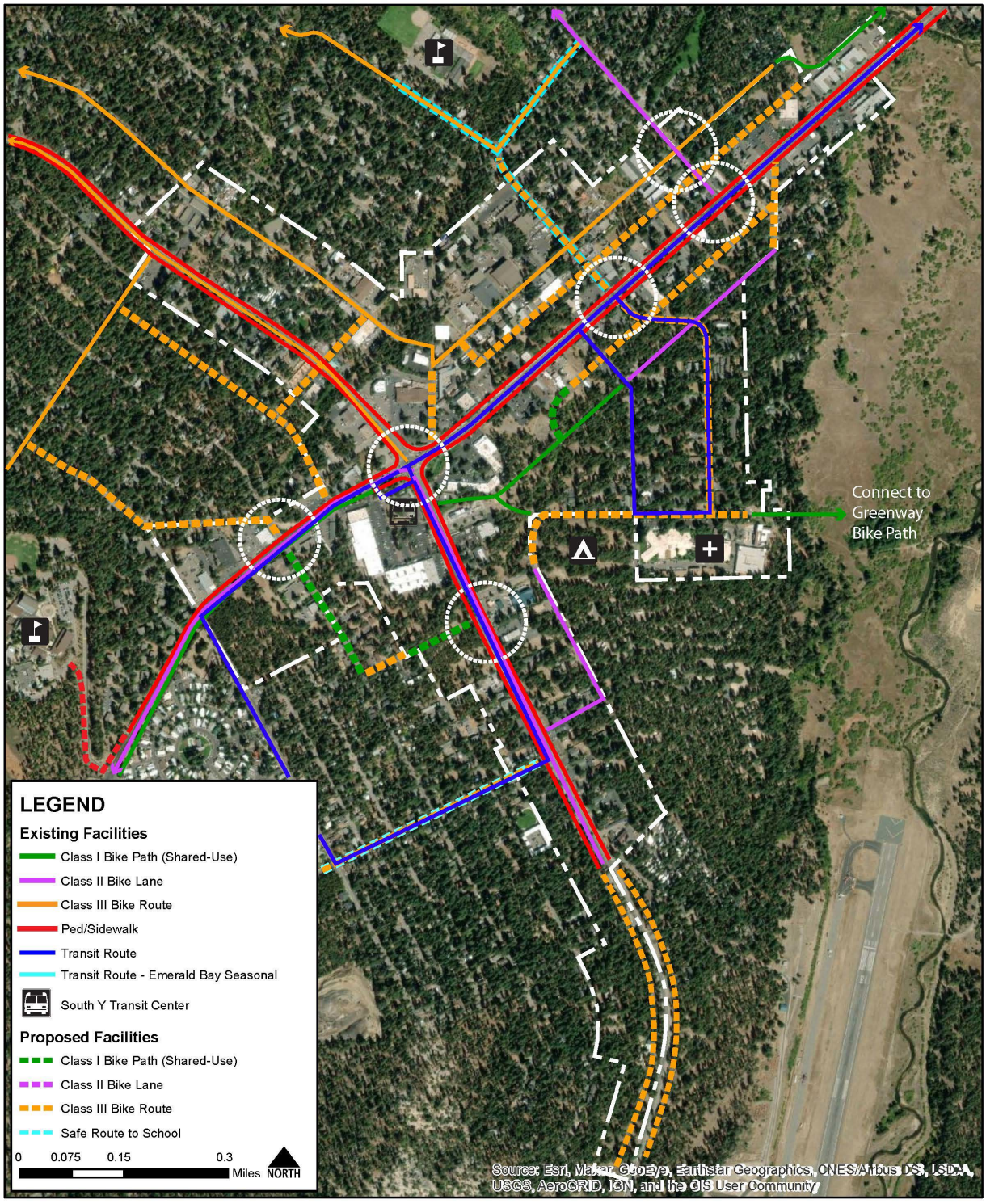
| Transportation and Circulation Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| | students, business owners, shoppers, and tourists in the South Shore. The intent of the program is to implement a consistent way-finding signage system and provide trailside amenities such as benches and tool stations that can safely and efficiently deliver cyclists and pedestrians to services, places of employment, and recreation opportunities. | |
| | Safe Pedestrian and Bicyclist Crossings: Coordinate with Caltrans to evaluate alternative crossings that create safe passage across US 50 and SR 89 for pedestrians and cyclist. | CSLT with CALTRANS coordination |
| Bike Paths, Lanes and Routes Improvements | Bike Lane: Sign and stencil Class III bike routes as depicted in Figure 13 of the Tahoe Valley Area Plan. While progress has been made, it is an ongoing effort to maintain lane striping and paint as the lifespan is significantly reduced by snow removal activities. | CSLT |
| | Implement complete streets roadway design standards for Tahoe Keys Blvd. The project is awaiting funding and is estimated to begin in 2028. | CSLT |
| | South Lake Tahoe Bus Shelters: Continue support of the Tahoe Transportation District's program of constructing new shelters in the South Shore. The structures will enhance rider comfort and safety while adding visibility to encourage transit use. | TTD |
| | Seasonal Bus Service: Continue bus service from the Tahoe Valley Transit Center to Emerald Bay during the summer season. | TTD |

**Completed Transportation and Circulation Strategies**

Since the initial adoption of the Tahoe Valley Area Plan in 2015, the following transportation and circulation improvements have been implemented.

| Improvements | Description | Completed |
|---|---|---|
| US 50 and SR 89 Improvements | US 50 Airport to "Y" Junction Water Quality Improvement Project: As part of this water quality improvement project, | CALTRANS, 2014 |

| | | |
|---|---|---|
| | Caltrans installed a 3- to 4-foot shoulder for a Class II bike lane and provided curbs, gutters, and sidewalks. | |
| | US 50 "Y" to Trout Creek Water Quality Improvement Project: As part of this water quality improvement project, Caltrans will install Class II bike lanes, and replace traffic signals, curbs, gutters, and sidewalks. | CALTRANS, 2018 |
| | SR 89 "Y" to Cascade Road Water Quality Improvement Project: As part of this water quality improvement project, Caltrans will install a Class III bike route. | CALTRANS, 2016 |
| | Tahoe Keys Intersection Improvements: Install a right turn lane on US 50 at the Tahoe Keys Intersection. | CALTRANS, 2018 |
| Bike Paths, Lanes, and Routes Improvements | Bike Path Rehabilitation: This project focuses on rehabilitating and laying new asphalt on an existing Class I bike path that runs from Trout Creek to the Y intersection. | CSLT, 2014 |
| Pedestrian Improvements | Pedestrian Improvements: Install sidewalks along US 50 and SR 89 as part of the US 50 and SR 89 Water Quality Improvement Projects. | CALTRANS 2016, 2018 |




CITY OF SOUTH LAKE TAHOE

**Figure 13**
Transportation and Circulation Improvements
April 2023

# SECTION 9
# Public/Quasi-Public Facilities and Services



The Public/Quasi-Public Facilities and Services Section is a supplement to the Public/Quasi-Public Facilities and Services Element of the City of South Lake Tahoe General Plan and the Public Services and Facilities Element of the TRPA Regional Plan. This section provides the policy context for future public and quasi-public facilities and services within the Tahoe Valley area.

## 9.1 Goals and Policies

This subsection outlines public/quasi-public facilities and services goals and policies for the Tahoe Valley area.

**Goal PS-1: Public Facilities**
To improve public facilities in the Tahoe Valley area.

**Policy PS-1.1 – Co-Locate Public Facilities**
Locate appropriate public service facilities in commercial areas so as to add pedestrian/bicycle traffic and serve as a catalyst for private development, provided they do not detract from commercial activity in those areas.

**Policy PS-1.2 – Barton Hospital Campus Master Plan**

Encourage Barton Healthcare to prepare a Campus Master Plan for the Healthcare District that provides a blueprint for future development and redevelopment that connects existing and future facilities through an integrated pedestrian and bike friendly system. With an adopted Campus Master Plan, healthcare services in which Barton Hospital owns a majority interest and are located within the Healthcare District will be considered public services provided by a non-profit organization, and therefore will be exempt from the requirements for CFA entitlements

**Goal PS-2: Water and Wastewater**
To maintain adequate water and sewer service for all properties within the Tahoe Valley area.

**Policy PS-2.1 – Lukins Brothers Water**
Coordinate with South Tahoe Public Utility District and Lukins Brothers Water in upgrading water systems in the Tahoe Valley area.

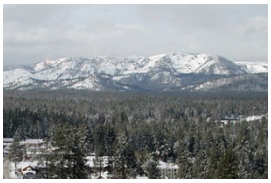
**Goal PS-3: Power**
To promote the use of alternative energy to power structures in the Tahoe Valley area.

**Policy PS-3.1 – Solar Energy**
Encourage new and remodeled structures to design for peak solar orientation, include solar panels, and incorporate design techniques to reduce energy consumption.

**Goal PS-4: Broadband**
To promote economic prosperity by providing digital infrastructure in the Tahoe Valley area.

**Policy PS 4.1 – Fiber Optic**
Coordinate with the business community, Caltrans, and other public service and facility providers to plan for and construct fiber-optic conduit in the Tahoe Valley area.

# SECTION 10
# Natural and Cultural Resources



The Natural and Cultural Resources Section is a supplement to the Natural and Cultural Resources Element of the City of South Lake Tahoe General Plan and to the Conservation Element of the TRPA Regional Plan. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan to achieve its vision for future natural and cultural resource protection.

The City's many resources contribute to its economy and are important elements in the quality of life of South Lake Tahoe residents and quality of the recreation experience for visitors. The preservation of these resources is essential for a prosperous and sustainable future. This section contains goals and policies and implementation strategies that focus on the preservation and enhancement of scenic, water quality, air quality, soil conservation, and Stream Environment Zones.

## 10.1 Goals and Policies

This subsection outlines natural and cultural resource goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal NCR-1: Natural Resources**
To design neighborhoods, sites, and buildings that complement the natural environment.

**Policy NCR-1.1 – TRPA Coordination**
Coordinate with TRPA on annual monitoring, reporting, and recertification of the Tahoe Valley Area Plan to ensure that projects permitted by the City are consistent with the goals, policies, and standards of the Tahoe Valley Area Plan, the Regional Plan, and the Sustainable Communities Strategy.

**Goal NCR-2: Energy Conservation**
To improve design and construction practices so that new buildings last longer, are energy efficient, cost less to operate, and provide better working environments.

**Policy NCR-2.1 – Green Buildings**
Ensure that the design, construction, and operation of new construction and major renovations are consistent with the California Green Building Code and other state standards for energy efficiency. Promote and encourage property owners to use incentives provided for in the City's Green Building Incentive Program.

**Goal NCR-3: Scenic Resources**
To achieve threshold attainment for Scenic Roadway Unit #1, Unit #35, and Unit #36A within the Tahoe Valley Area Plan.

**Policy NCR-3.1 – Scenic**
Improve the visual quality of the built environment consistent with the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP) for Scenic Roadway Unit #1, Unit #35, and Unit #36A and ensure consistency with the Development and Design Standards contained in Appendix C.

**Policy NCR-3.2 – New Scenic Resources**
Designate the views of Tahoe Mountain, Monument Peak, and Heavenly Valley as scenic resources.

**Policy NCR-3.3 – Viewshed Protection**
Implement design standards and guidelines (Appendix C) to preserve, improve, and enhance the scenic quality of the natural environment and take full advantage of scenic views in the Tahoe Valley area through building orientation, setbacks, and design. Buildings greater than two stories shall not result in the net loss of views to an identified scenic resource.

**Policy NCR-3.4 – Open Space**
Maintain existing open spaces, SEZs, and stormwater drainage basins as view corridors to provide visual relief from the urban environment.

**Goal NCR-4: Stream Environment Zones**
To protect Stream Environment Zone (SEZ) restoration projects and areas of undisturbed SEZ within the Tahoe Valley area.

**Policy NCR -4.1 – Stream Environment Zones**
Increase the area of naturally functioning SEZ by preserving existing SEZ and restoring/rehabilitating disturbed SEZ in the Tahoe Valley area, prioritizing the Greenbelt area.

**Policy NCR -4.2 – Redirection and Transfer of Development**
Direct new development away from SEZs and encourage the removal and transfer of existing development from disturbed SEZs that can be feasibly restored. Encourage property owners to use TRPA's transfer incentives available in Chapter 51 of the TRPA Code. Development rights and existing development that are transferred from SEZs and other sensitive lands are eligible to earn residential bonus units, commercial floor area, and tourist accommodation bonus units, when transferred to Centers.

**Policy NCR-4.3 – Stream Environment Zone Mapping and Restoration**

Utilize the updated Bailey Mapped Land Capability Map to more accurately delineate the SEZs within the Tahoe Valley area (See Figure 15). 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.

**Goal NCR-5: Water Quality**
To protect and enhance Lake Tahoe's unique transparency, color and clarity, and improve the water quality in the South Shore's rivers, creeks, marshes, and groundwater.

**Policy NCR-5.1 – Stormwater System**
Construct the Tahoe Valley Water Quality Improvement Project as part of the Greenbelt Project

to treat stormwater from Tahoe Valley and adjacent residential areas, in order to reduce fine sediment loads to the Upper Truckee River and Lake Tahoe, and restore disturbed SEZs.

**Policy NCR-5.2 – Low Impact Development (LID) Techniques**
Incorporate site design elements to mimic and enhance natural hydrologic functions such as preserving and protecting environmentally sensitive site features and providing runoff storage, infiltration and groundwater recharge BMPs to reduce the transport of runoff and pollutants from the site at which they are generated.

**Policy NCR-5.3 – Best Management Practices**
Ensure installation and maintenance of Best Management Practices (BMPs) as required by the City's NPDES Permit and memorandums of understanding with TRPA.

**Policy NCR-5.4 – Best Management Practices Retrofit Certification**
Coordinate with TRPA to support private property BMP certification with a near-term focus on commercial and multi-family land uses that have drainage directly connected to Lake Tahoe and/or the Upper Truckee River, or are in the same catchment as Environmental Improvement Program (EIP) projects or public water quality improvement projects.

**Policy NCR-5.5 – Environmental Improvement Program (EIP)**
Coordinate with TRPA to implement the EIP water quality improvement projects in the Tahoe Valley area, with priority on Total Maximum Daily Load (TMDL) pollutant load reduction opportunities.

**Policy NCR-5.6 – Lake Tahoe Total Maximum Daily Load**

Collaborate with Lahontan Water Quality Control Board and refine the *Pollutant Load Reduction Strategy* for load reduction targets beyond the year 2016 and update the *Pollutant Load Reduction Plan* as necessary to achieve the Lake Tahoe TMDL load reduction targets. The Tahoe Valley Area Plan hereby incorporates by reference all monitoring, operations, maintenance, and reporting required by the City's NPDES permit, the adopted *Pollutant Load Reduction Plan* and the *Stormwater Management Plan*, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5.

**Policy NCR-5.7 – Source Water Protection**
Prevent contamination of source water in the Tahoe Valley area by requiring projects located in a Source Water Protection Zone, as defined by Chapter 60 of the TRPA Code, to incorporate appropriate source water protection and site-specific best management practices including pretreatment technologies.

**Policy NCR-5.8 – Drainage Incentive**
Allow projects within the Tahoe Valley area, to provide in-lieu funding for an area-wide municipal stormwater treatment if sufficient treatment capacity exists within an area-wide water quality treatment system, subject to the requirements of TRPA Code Section 13.5.3.B.3. Properties participating in an area-wide system would be considered as meeting their water quality mitigation and BMP requirements of the TRPA Code. Require that full pretreatment of drainage occurs on a private property before it is accepted into a City system.

**Policy NCR-5.9 – Off Site Improvements**
Ensure that all new development or redevelopment projects, and projects subject to a special

use permit install and maintain off-site water quality improvements, including but not limited to curb, gutter, drainage facilities, stabilized road shoulders, at the direction of the City engineer.

**Goal NCR-6: Historic and Archeological Resources**
To preserve cultural and historic resources in the Tahoe Valley area.

**Policy NCR-6.1 – Resource Protection**
Preserve identified historic and cultural resources where feasible. Where it is found that a resource has no economically viable future use, require mitigation for the loss of the resource that would preserve public access to its historic or cultural significance.

**Policy NCR-6.2: Archeological Investigations**

The City shall require 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 (e.g., undeveloped parcels near water features). The City shall require the preservation of discovered archeologically significant resources (as determined based on TRPA, State, and Federal standards by a qualified professional) in place if feasible, or provide mitigation (avoidance, excavation, documentation, curation, data recovery, or other appropriate measures) prior to further disturbance.

**Policy NCR-6.3: Human Remains Discovery**

The City shall require/condition projects and other ground disturbance activities to notify the City if human remains are discovered and halt work. The County Coroner will be notified according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission and Washoe Tribe, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

**Goal NCR-7: Excess Coverage Mitigation**
To maximize opportunities to remove and mitigate excess land coverage and facilitate environmental redevelopment in the Tahoe Valley area and to benefit environmental thresholds.

**Policy NCR-7.1 – Land Coverage**
Provide redevelopment incentives in centers that promote reduction, relocation, and transfer of land coverage to reduce onsite land coverage. The City will endeavor to reduce overall coverage in order to benefit the objectives of the Tahoe Valley Area Plan.

**Policy NCR-7.2 – Landscape Treatment**
Encourage onsite landscaping in all private and public redevelopment projects. Landscape features should be integrated with BMPs to treat stormwater runoff and be consistent with fire standards for defensible space.

**Policy NCR-7.3 – Transfer of Coverage**
Give priority to projects transferring hard and soft coverage from SEZs and other sensitive land to high capability lands within the Town Center Core District.

**Policy NCR-7.4 – Stormwater Enhancement**
Collaborate with the California Tahoe Conservancy in identifying priority parcels in sensitive lands for public acquisition and coverage removal to facilitate construction of the Tahoe Valley Water Quality Improvement Project.

**Goal NCR-8: Air Quality**

To achieve air quality improvement and emission reductions in the Tahoe Valley Area Plan.

**Policy NCR-8.1 – Construction Emissions**
Incorporate measures to reduce construction-generated 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 a fuels reduction project.
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.
- Restrict idling time for construction equipment and vehicles.
- Apply water to control dust as needed to prevent dust impacts.

## 10.2 Implementation

This subsection outlines Natural and Cultural Resources improvements that implement the vision, guiding principles and the goals and policies of the Tahoe Valley Area Plan. Figure 16 depicts proposed EIP and TMDL water quality improvement projects within the plan area and its vicinity to be implemented to improve the water quality, soils and SEZ thresholds.

**SCENIC RESOURCES**

As discussed in Section 3, Existing Conditions, TRPA Threshold Evaluations noted that the majority of roadway units with improved threshold scores fall partially or wholly within urbanized areas. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscaped drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts, and improved signage have all contributed to a transformation in many of these units. These improvements affect both travel route and scenic quality ratings.

Within the Tahoe Valley plan area, continued improvements in the built environment are anticipated through the implementation of the recommendations of the Scenic Quality Improvement Program, implementation of the design standards of the Area Plan that are intended to facilitate the upgrade of the overall architectural quality, the preservation of open space and viewsheds, and installation of curbs and gutters along US 50 and SR 89. The following implementation strategies are also intended to promote scenic threshold attainment:

| Scenic Quality Improvement Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Development and Design Standards | Implement the development and design standards and guidelines during project review to enhance the built environment, promote pedestrian mobility and provide for scenic viewshed protection. Incorporate design standards that enhance the scenic quality of the natural and built environment in Tahoe Valley for the following elements:<br>▪ Architectural Style<br>▪ Building Materials<br>▪ Building Colors<br>▪ Building Height<br>▪ Access Drives<br>▪ Parking<br>▪ Lighting<br>▪ Landscaping<br>▪ Signs<br>▪ Utility Lines | CSLT, ongoing |
| Land Use | Designate SEZ restoration sites and stormwater drainage basins as Open Space in the Tahoe Valley area. | CSLT |
| Scenic Quality Resources | Designate the following as scenic resources:<br>▪ The mountain and ridgeline viewshed of Tahoe Mountain as viewed from the "Y" intersection.<br>▪ The mountain and ridgeline viewshed of Monument Peak and Heavenly Ski Resort from the South "Y" intersection. | CSLT<br>TRPA |
| Business Façade Improvement Program | Implement a program to provide low-interest loans to local businesses and Business Improvement Districts to install aesthetically improved building facades. | CSLT |
| SQIP | Implement the SQIP recommendations in non-attainment scenic roadway units during project review. | CSLT |

**Completed Scenic Quality Improvement Strategies**

Since adoption of the Tahoe Valley Area Plan in 2015, the following strategies have been completed.

| **Improvements** | **Description** | **Completed** |
|---|---|---|
| US 50 and SR 89 | Install curbs, gutters, sidewalks, streetlights, and landscaping to provide a "clean edge" along the roadway. | CSLT with CALTRANS |

| | | |
|---|---|---|
| | | coordination, 2016, 2018 |

**STREAM ENVIRONMENT ZONES**

There has been extensive disturbance of SEZs in the planning area. The opportunities to implement area-wide BMPs, improve drainage systems, and increase SEZ restoration to benefit stream environment zone function exist in the planning area, but are dependent upon verifying and delineating accurate SEZ boundaries. The City hired Cardno/Entrix and Terra Sciences, experts in the field of soil science and hydrology, to review the existing mapped SEZs and verify the land capability districts for the Tahoe Valley Area Plan. The consultants analyzed previous land capability verifications, site assessments and land capability challenges that have occurred in the planning area, conducted a visual inspection of SEZs (reviewing vegetation, landforms, topography and aerial photography, and examined soil samples to closely examine near-surface soil conditions). The experts concluded that the SEZ boundaries adopted in the 1987 Land Capability Map are not accurate to the Area Plan scale. Based on analysis of soils, these efforts have resulted in a new SEZ and land capability district map, which is included as Figure 15 (Terra Science Inc., 2014). Though not mentioned in the Terra Science report, it is acknowledged that there are two ephemeral streams contained within the new SEZ boundaries. It should also be noted that even with an updated land capability map, property owners are still required to obtain parcel level site assessments and/or land capability verifications from TRPA prior to project submittal.

The following programs and key strategies are intended to promote SEZ restoration threshold attainment in the Tahoe Valley area.

| **Stream Zone Restoration Strategies** | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| SEZ Restoration | The Tahoe Valley Greenbelt: Restore disturbed SEZ as part of the construction of the Tahoe Valley Greenbelt and Tahoe Valley Water Quality Improvement Project. | CSLT<br>CTC |
| | Coordinate with the California Tahoe Conservancy to prioritize and target the removal of development and land coverage in delineated SEZs and from TRPA designated Stream Restoration Plan Areas. | CSLT<br>CTC |

**Completed Stream Zone Restoration Strategies**

Since adoption of the Tahoe Valley Area plan in 2015, the following strategies have been completed.

| **Improvements** | **Description** | **Complete** |
|---|---|---|
| SEZ Restoration | Tahoe Valley Land Capability Map: Amend and utilize an updated Bailey Mapped Land Capability Map that more accurately delineates the boundaries of the SEZs that are in the Tahoe Valley area (Figure 15). Utilize the updated Land Capability Map and coordinate with the California Tahoe Conservancy to | CSLT, CTC, 2015 |

| | | |
|---|---|---|
| | prioritize the removal of development and coverage from delineated SEZs. | |

**WATER QUALITY**

The Tahoe Valley Area Plan responds to the needed improvements in water quality by continuing to require installation of on-site BMPs, construction and maintenance of water quality improvement projects within the Tahoe Valley plan area and implementation of the City's TMDL Pollutant Load Reduction Plan. The following programs and key strategies are intended to promote water quality threshold attainment:

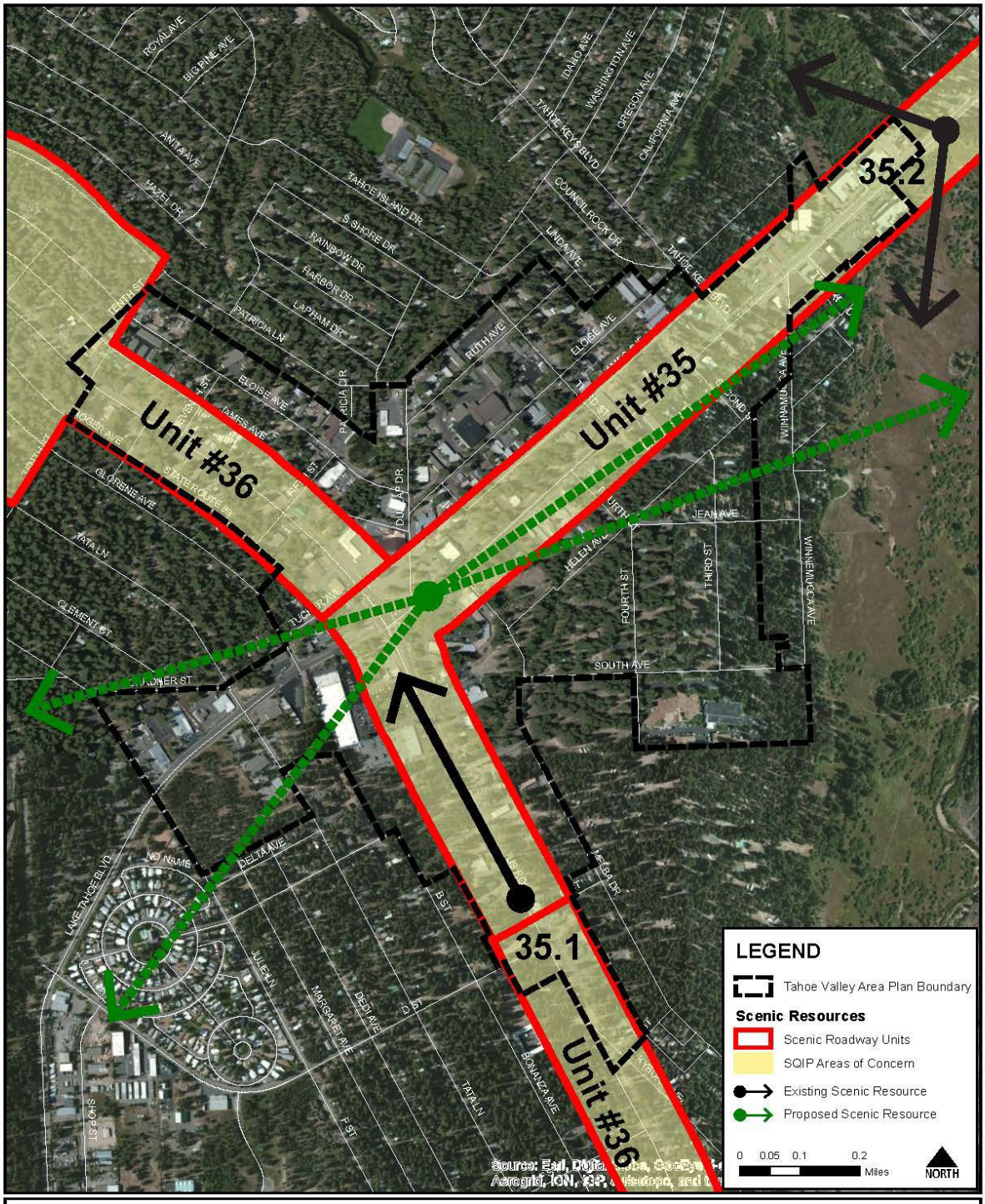
| **Water Quality Improvement Strategies** | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Tahoe Valley Water Quality Improvement Project | The Tahoe Valley Water Quality Improvement Project: This project includes much of the densely developed commercial areas near U.S. Highway 50, both north and south of the "Y" is a priority for treatment as storm water runoff discharges directly to the Upper Truckee River, which drains to Lake Tahoe. The project includes design of water quality improvements to reduce pollutant loads discharged to the Upper Truckee River. This project is proposed to be implemented along with the Greenbelt project. | CSLT |
| Tahoe TMDL | Register Completed WQIPs (2004-2012) from the Pollutant Load Reduction Plan. The City has completed seven WQIPs. The Urban Planning Catchments (UPCs) that encompasses the seven completed project areas will be registered with the Lake Clarity Crediting Program. Of the seven WQIP projects completed by the City that will be registered, one is located within Tahoe Valley and treats runoff from within the plan area and from adjacent residential neighborhoods. The WQIP is Glorene and 8th Street. | CSLT |
| Stormwater System | The City will complete annual stormwater system inspections for construction, commercial, industrial, and municipal sites as required in the NPDES MS4 permit. | CSLT |
| BMP Compliance | Focus BMP installation and compliance on commercial and multi-family projects that are adjacent, have connected impervious surfaces, or the same catchment as EIP or public projects. | TRPA |
| | Ensure BMPs are incorporated in all projects reviewed under the City's MOU to capture a 20-year, one-hour storm or alternative BMPs if infiltration is not possible. | CSLT |
| | Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on approximately 290 acres of commercial land uses that directly discharge stormwater to Lake Tahoe | CSLT<br>TRPA |
| Road Operations | The City will continue to track abrasive applications and materials recovered by sweeping and vactoring in order to identify areas with | CSLT |

| Water Quality Improvement Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| | high pollutant loads, and implement other actions to reduce pollutant loads. | |

**Completed Water Quality Improvement Strategies**

Since the initial adoption of the Tahoe Valley Area Plan in 2015, the following water quality improvements have been completed.

| Improvements | Description | Completed |
|---|---|---|
| US 50 and SR 89 Water Quality Improvement Project | US 50 Airport to "Y" Junction Water Quality Improvement Project: The project will collect and treat runoff along US 50. The project will provide a 3- to 4-foot shoulder for a Class II bike lane, and will provide curb, gutter and sidewalk. The project was completed in the fall of 2014. | CALTRANS, 2014 |
| | SR 89 "Y" to Cascade Road Water Quality Improvement Project: The project will collect and treat runoff along SR 89 from the "Y" junction to Cascade Road. The project will provide curbs, gutters, and sidewalks, and a 4-foot shoulder for a Class III bike route. Construction began in the Fall of 2014 and was completed in 2016. | CALTRANS, 2016 |
| | US 50 "Y" to Trout Creek Water Quality Improvement Project: The project will collect and treat stormwater runoff from the "Y" junction to Trout Creek. It will include 6-foot shoulders for Class II bike lanes, and replace traffic signals, curbs, gutters and sidewalks. | CALTRANS, 2018 |




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 14
Proposed Scenic Resources
April 2023, unchanged from initial adoption

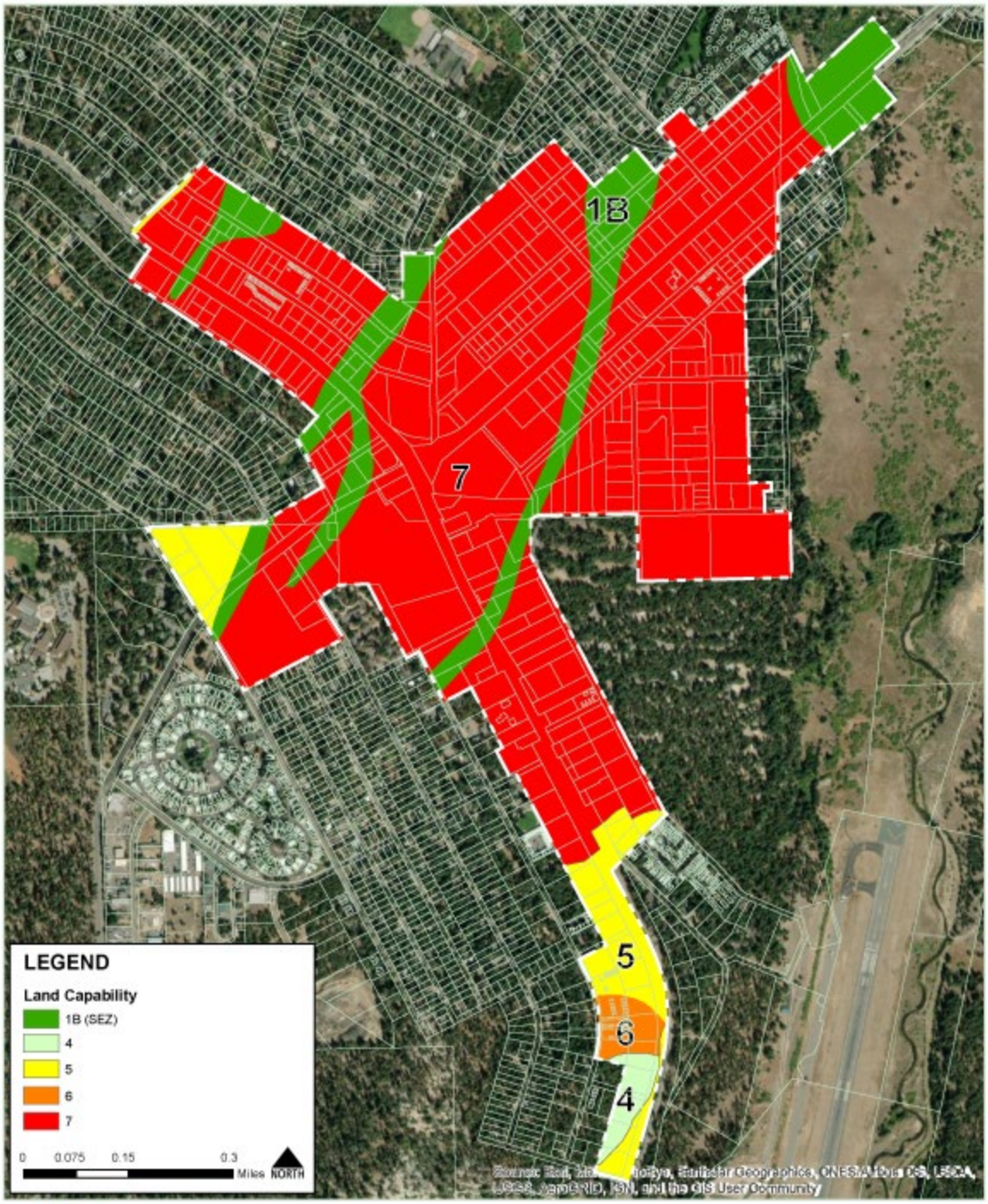
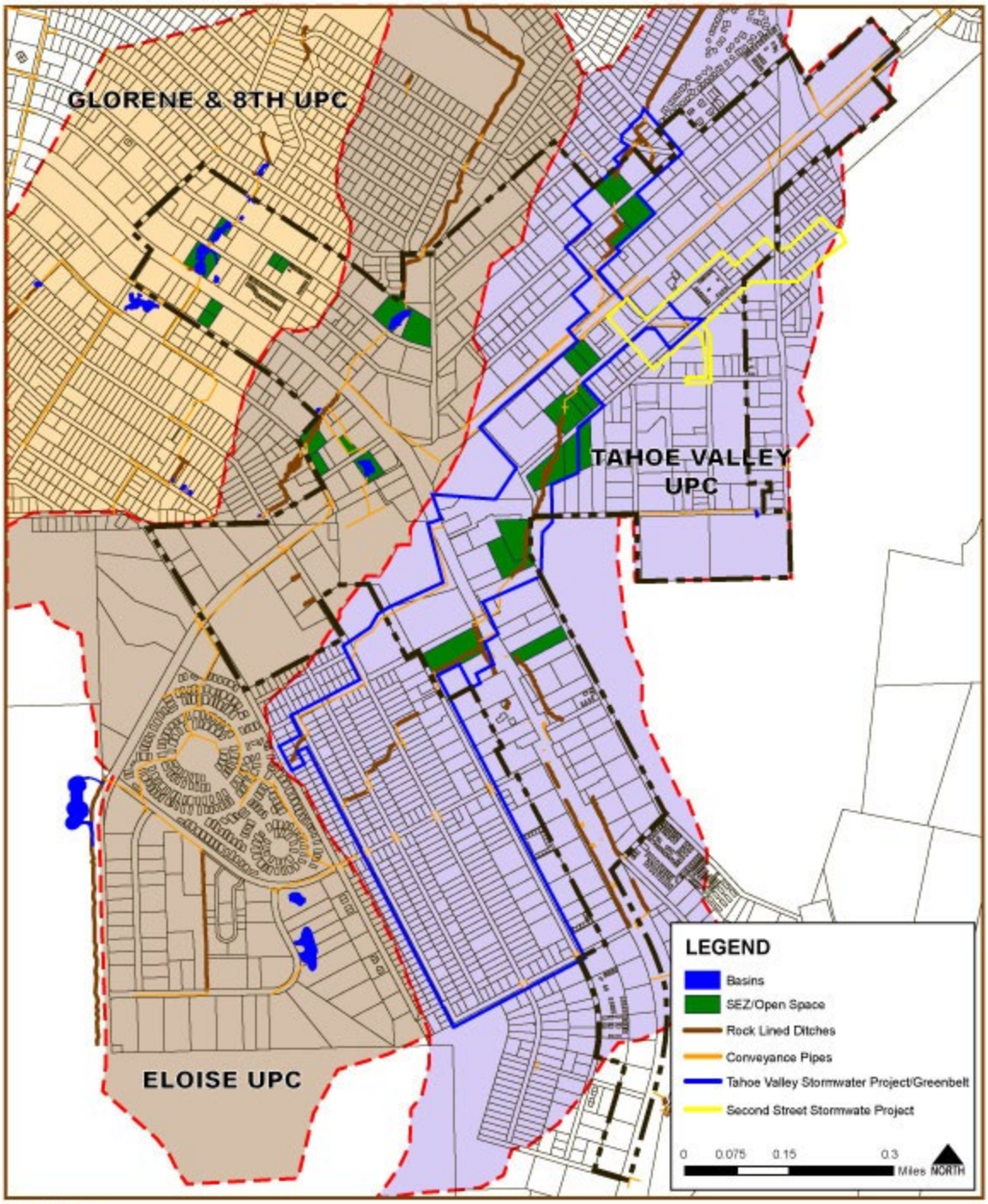



**Figure 15**
Amended Mapped Land Capability Districts
April 2023




CITY OF SOUTH LAKE TAHOE

**Figure 16**
Water Quality Improvements
April 2023

# SECTION 11
# Recreation and Open Space



The Recreation and Open Space Section is a supplement to the Recreation and Open Space Element of the City of South Lake Tahoe General Plan and Recreation Element of the TRPA Regional Plan. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan to improve recreational opportunities.

Tahoe Valley serves as a hub for numerous outdoor recreation activities. A variety of recreational opportunities, such as boating, campgrounds, beaches, and mountain bike trails are easily accessible from the plan area. Public beaches, campgrounds, trail heads, interpretive centers, and boat launching facilities are all located in close proximity to Tahoe Valley and are accessible by bike paths and routes that run through the plan area and by transit from the South "Y" Transit Center. In addition, Tahoe Valley has numerous established businesses that cater to the recreation user by providing recreation based commercial services such as the sale and rental of biking, kayaking, and paddle board equipment. To further expand and enhance the recreation opportunities in the plan area and its surroundings, the goals, policies, and implementation strategies of this section promote the preservation and creation of open space, construction of bike and trail connections, increased transit service, and establishment of recreation based businesses within the plan area. Furthermore, the plan promotes ecotourism that unites conservation, communities, and sustainable travel. This means that those who implement and participate in ecotourism activities should follow the following ecotourism principles:

- Minimize impact.
- Build environmental and cultural awareness and respect.
- Provide positive experiences for both visitors and hosts.
- Provide direct financial benefits for conservation.
- Provide financial benefits and empowerment for local people.
- Raise sensitivity to host countries' political, environmental, and social climate.

## 11.1 Goals and Policies

This subsection outlines recreation goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal REC-1: Recreation System**
To create a recreation system for the enjoyment of both local residents and tourists.

**Policy REC-1.1 – Hierarchy and Interconnection**
Develop an interconnected system of open spaces, community parks, plazas, bike and pedestrian trails, and other types of public and private spaces as part of new development and redevelopment of existing sites.

**Policy REC-1.2 – Coordination with Commercial Uses**
Require public trails and plazas to be incorporated into the development and redevelopment of commercial, industrial, public, and multi-family projects.

**Policy REC-1.3 – Private Improvements**
Encourage the private sector to make recreational improvements on their land. Improvements may include establishing community event areas, providing paths and walkways that connect to adjacent sidewalks and bike paths, establishing appropriate space for the outdoor display of for sale or for rent recreation equipment.

**Policy REC-1.4 – Access**
Enhance the existing trail and bike system that connects the Tahoe Valley area to recreation opportunities in the South Shore.

**Policy REC-1.5 – Eco-Tourism Incentives**
Provide the following incentives to businesses and facilities that promote the South Shore as an eco-tourism recreation destination:

- Priority plan check, over all other project applications, by all City Departments; and
- Recognition at a televised City Council meeting and on the City Website.

**Goal REC-2: Open Space**
To preserve, protect, and maintain open spaces in the Tahoe Valley plan area.

**Policy REC-2.1 – Preservation**
Preserve and maintain open spaces within the Tahoe Valley plan area that provide a visual break from the urban environment as well as views of surrounding mountains, forests, and stream environment zones. Depending upon their ecological sensitivity, open spaces may incorporate paths, boardwalks, pedestrian and bicycle trails, and benches.

**Policy REC-2.2 – Public Access**
Ensure that public access does not jeopardize restoration activities and water quality and stormwater treatment projects on publicly-owned open space lands.

**Policy REC-2.3 – Multi-Use**

Encourage the multi-use of open spaces in the Tahoe Valley area for storm water treatment, pedestrian and bicycle connectivity, passive recreation uses and as a visual break from the developed environment.

**Policy REC-2.4 – Tahoe Valley Greenbelt**

Construct the Tahoe Valley Greenbelt Project as a multi-use area incorporating stormwater treatment facilities, pathways, and open space. Allow for the accommodation of active and passive recreation uses that include but are not limited to installing bike/pedestrian paths, pedestrian amenities, and interpretive signage.

**Policy REC-2.5– Adjacent Uses**

Encourage commercial uses located adjacent to the Tahoe Valley Greenbelt to provide direct access to the greenbelt and use it as a visual amenity.

**Policy REC-2.6– Coordination**

Coordinate with the California Tahoe Conservancy to ensure that implementation of the Tahoe Valley Greenbelt is consistent with recreation and restoration goals and objectives of the California Tahoe Conservancy and the State of California.

**Goal REC-3: Recreation Opportunities**

To connect Tahoe Valley to a network of parks, open spaces, and recreation sites that serve the needs of South Lake Tahoe residents and tourists.

**Policy REC-3.1 – Recreation Hub**

Promote the Town Center Core District as a recreation hub by allowing for a mix of uses that promote outdoor recreation concessionaires, recreation based commercial services, and temporary activities. Connect the recreation hub to recreation opportunities by upgrading existing bike and pedestrian trails, constructing new connections, and increasing transit service. Improve access to recreation opportunities by installing way-finding and interpretive signage within the Town Center Core District and improve access along bike trails.

**Policy REC-3.2 – Neighborhood/Pocket Parks**

Develop neighborhood/pocket parks within the Neighborhood Professional District and surrounding residential areas.

**Goal REC-4: Plazas**

To provide area within commercial centers for people to meet, socialize, relax, and interact.

**Policy REC-4.1 – Plaza Location**

Require all large development within the Town Center Core District to provide informal public gathering areas and places for community activities.

**Policy REC-4.2 – Plaza Amenities**

Require all plazas to include seating, tables, and other amenities attractive to shoppers and pedestrians. Larger plazas should include trees, native landscaping, hardscape, year-round restrooms, formal eating areas, places for community activities, and possibly areas for spectator recreational activities such as climbing walls.

**Goal REC-5: Temporary Events**

To provide areas for temporary events in the Town Center Core District.

**Policy REC-5.1 – Temporary Event Locations**
Encourage temporary events and activities within public and private plazas in the Town Center Core District to increase pedestrian and economic activity in commercial areas.

## 11.2 Implementation

This subsection outlines recreation improvements that implement the vision, guiding principles and the goals and policies of the Tahoe Valley Area Plan.

In addition to the implementation strategies proposed in the transportation section to enhance recreation opportunities, the following recreation projects or programs are planned:

| Recreation and Open Space Improvement Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Way-Finding Signage Program | Expand the City's Way-Finding program to direct pedestrian and bicycle traffic to recreation opportunities along the southwest shore of Lake Tahoe. | CSLT with CALTRANS and CTC coordination |
| Parks | Construct the Tahoe Valley Greenbelt and provide pedestrian and bicycle connectivity, passive recreation uses and provide a visual amenity for adjacent land uses. | CSLT with CTC coordination |
| Commercial Floor Area | Amend the CFA allocations procedures to add additional criteria for earning CFA from the City unallocated pool. The City should add criteria that allow projects that promote the South Shore as an eco-tourism recreation destination to access the City's CFA pool. | CSLT |

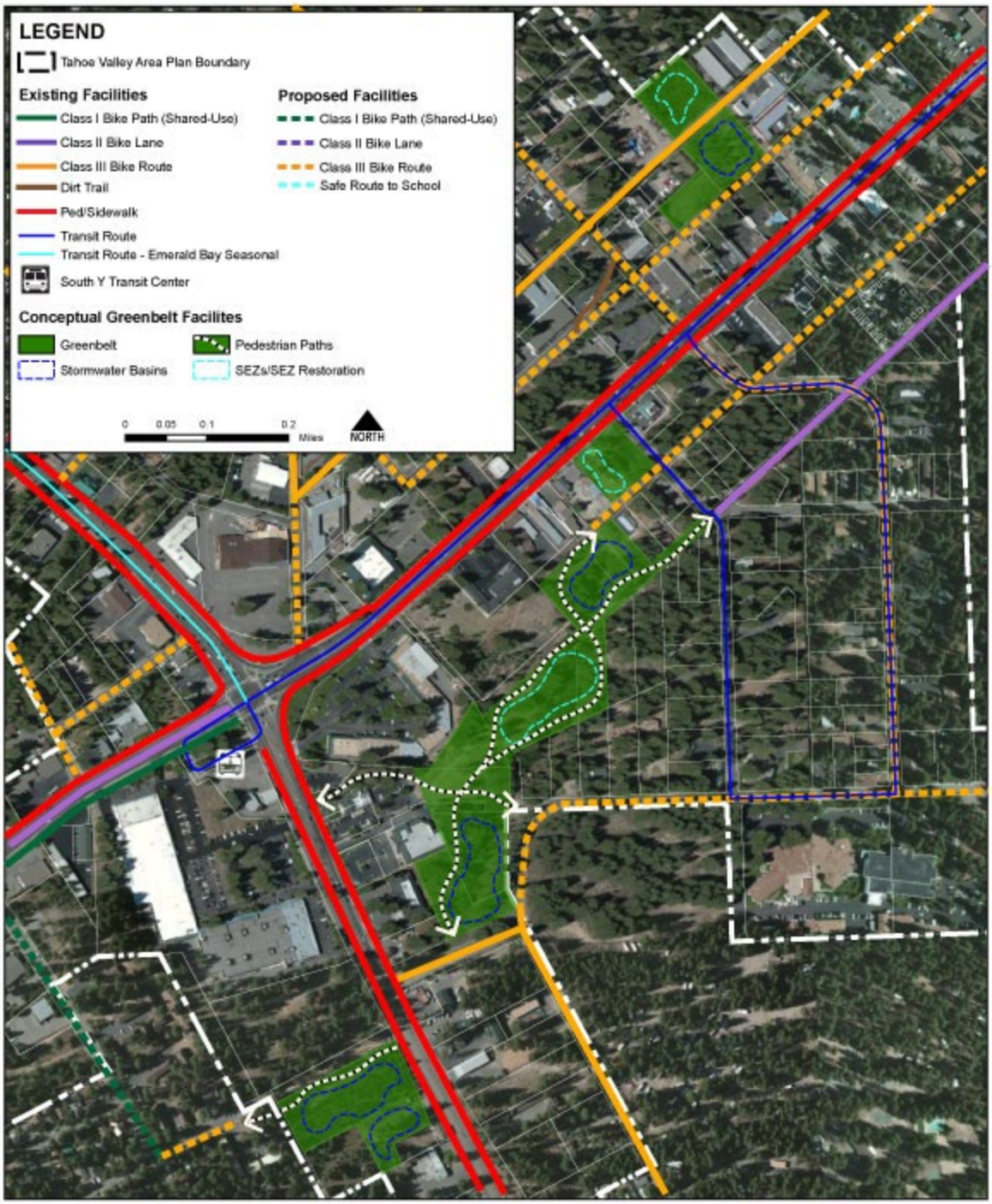
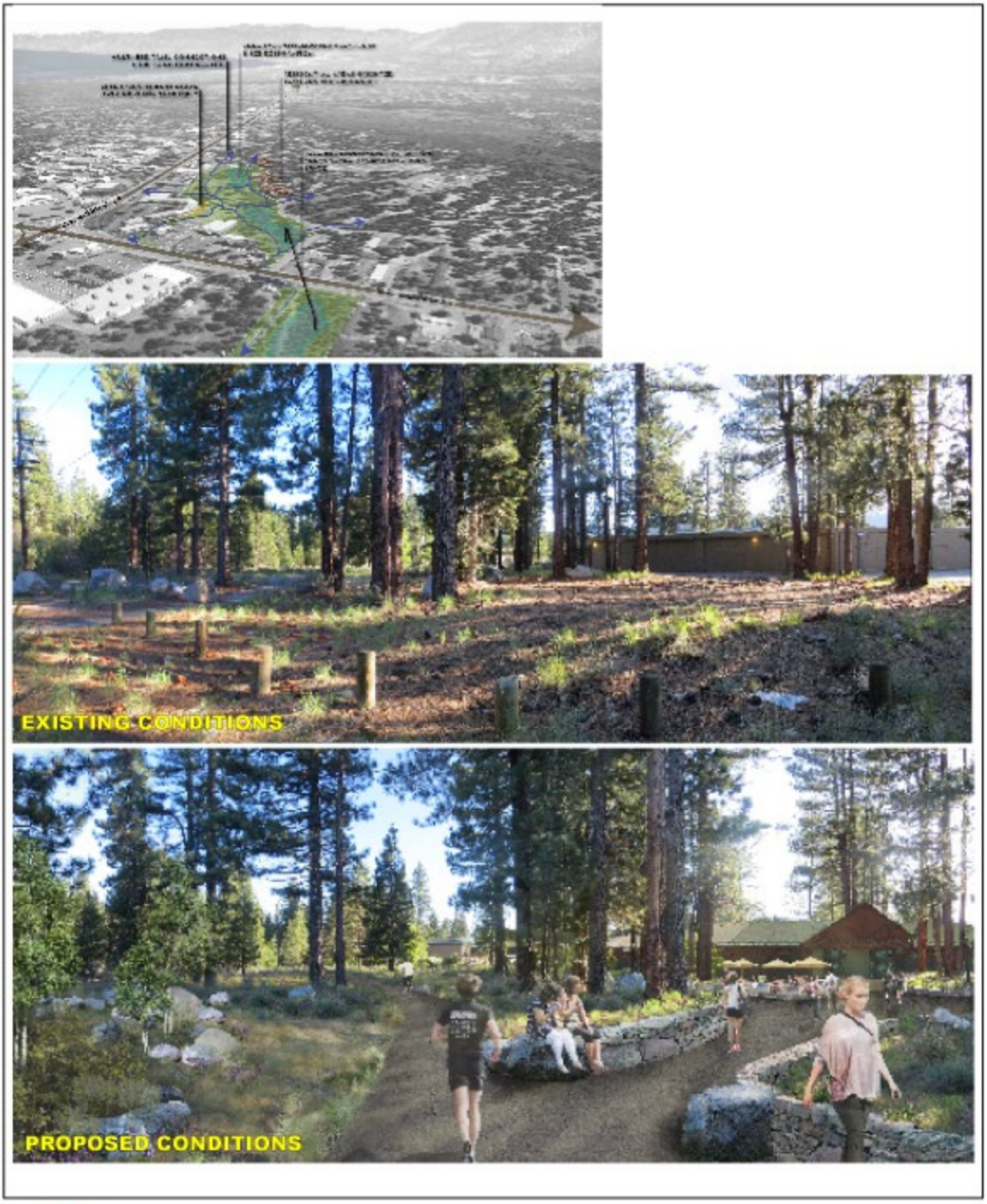



Figure 17
Conceptual Tahoe Valley Greenbelt
April 2023




CITY OF SOUTH LAKE TAHOE

**Figure 18**
Conceptual Tahoe Valley Greenbelt
April 2023

# SECTION 12
# Safety and Noise



The Safety and Noise Section is a supplement 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. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan for future health and safety. Safety hazards are naturally induced, such as seismic, geologic, flooding, snow, avalanche, and wildland fire hazards. Other hazards are human-made including aircraft crash hazards and hazardous materials. In addition, the planning process should account for other issues related to community health and safety, including noise exposure. Protection from the risks of natural and human-made hazards is essential in establishing a sense of well-being for residents and visitors.

## 12.1 Goals and Policies

This subsection outlines safety and noise goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal HNS-1: Safety**
To protect the community from injury and damage resulting from natural catastrophes and hazardous conditions.

**Policy HNS-1.1 – 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.

**Policy HNS-1.2 – Floodplains**
Support the restoration of floodplains through the use of incentives to relocate existing development to higher capability lands.

**Policy HNS-1.3 –Fire Protection**
Require any new structure or addition, to an existing structure to implement fire prevention techniques consistent with the current California Building and Fire Codes in order to obtain a building permit.

**Policy HNS-1.4 – Defensible Space and Fire-Safe Landscaping**
Require property owners to maintain defensible space through annual landscape maintenance, including the removal of dead/dying material and pruning/thinning of flammable vegetation. Ensure that landscape plans in new and rehabilitated structures conform to defensible space requirements of Section 4291 of the California Public Resources Code.

**Policy HNS-1.5 – Water Lines**
Require all public water providers to maintain adequate water supply systems and flows to meet fire suppression needs throughout the City.

**Policy HNS-1.6 – Minimum Fire Flow Requirements**
Require that all new construction meet the minimum fire flow requirements as set forth in the current California Building and Fire Codes.

**Policy HNS-1.7 – Healthcare Campus District**
Collaborate with Barton Healthcare System to ensure adequate access is provided for emergency vehicles in any new construction or reconstruction of facilities in the Healthcare District.

**Policy HNS-1.8 – Tahoe Valley Greenbelt**
Ensure adequate access for paramedic and fire vehicles to the Tahoe Valley Greenbelt. Ensure the greenbelt can be accessed from adjacent streets and that bike and pedestrian paths can accommodate emergency vehicles.

**Goal HNS-2: Noise**
To protect residents from the harmful and annoying effects of exposure to excessive noise.

**Policy HNS-2.1 – Maximum Community Noise Equivalent Level**
Maintain a maximum community noise equivalent level (CNEL) of 65 CNEL for the Tahoe Valley Area, except for the Neighborhood Professional and Healthcare Campus Districts, where the standard is 55 CNEL. Require any new project that is determined to have the potential to exceed the noise standards submit a noise analysis as part of the environmental review process. Noise measurements conducted for noise analyses must follow TRPA protocols for the CNEL measurements. These projects must incorporate design features to ensure compliance with noise standards.

**Policy HNS-2.2 – Transportation Noise**
Require the 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 HNS-2.3 – Project Review**
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, so noise mitigation may be included in the project design. All acoustical analyses shall:

- Be the financial responsibility of the applicant;
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources;

- Estimate existing and projected cumulative (20-year) noise levels in terms of Ldn or CNEL and/or the standards shown in Table HS-1, and compare those levels to the policies in this section;
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this section, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to building which contain noise-sensitive land uses;
- Estimate noise exposure after the prescribed mitigation measure(s) has been implemented; and
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measure(s).

**Policy HNS-2.4 – Construction 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. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan Draft EIR. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 in/sec. (0.5 mm/sec.)

**Policy HNS-2.5 – Land Use Compatibility**

Incorporate measures to ensure noise/land use compatibility on a project-specific basis. Such measures may include, but are not limited to , the following:

- Construction of berms and/or acoustical shielding;
- Establishment of setback requirements for new development in specific areas exposed to roadway noise;
- Noise-reducing acoustical treatment of existing and proposed buildings; and
- Use of building layout and project features for noise-screening purposes.

# SECTION 13
# Incentive and Mitigation Programs

This section sets forth incentives and mitigation fee programs applicable to the Tahoe Valley Area Plan.

## 13.1 Incentive Programs

Specific incentives are available to support implementation of the plan's vision and support attainment of TRPA's Thresholds. Some of these incentives are found in the plan itself, others are found in the TRPA Code of Ordinances, and additional incentives are provided through City programs.

**Alternate Water Quality Fee Program**

An Area Plan may propose to establish area-wide water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the requirements outlined in TRPA Code Section 13.5.3.B.3. All properties within the Tahoe Valley area plan that participate in an area-wide treatment system implemented by the City will be considered as meeting the stormwater infiltration requirement of TRPA Code Chapter 60: Water Quality for drainage storage and treatment. Onsite BMP source treatment such as paving and revegetation are still required as part of this program where feasible.

Public and private entities which contribute financially are eligible to participate.

**Alternate Traffic and Air Quality Fee Program**

The purpose of this program is to implement the transportation improvements depicted on Figure 13 in the Transportation and Circulation Element and to provide a substitute to Subsection 65.2.4.C of the TRPA Code of Ordinances for collection of fees for offsite traffic and air quality mitigation.

Projects contributing to the construction of pedestrian and bicycle infrastructure depicted in Figure 13 will be credited with meeting the necessary mitigation equal to the value of the contribution. Fees or assessments paid equivalent to the requirements of TRPA Code Section 65.2.4 to construct the improvements, will be considered in lieu of the requirements of TRPA Code Section 65.2.4.

Public and private entities demonstrating equivalent contributions to the construction of the listed improvements may credit such contributions to TRPA Code Section 65.2.4 requirements.

**Land Coverage**

<u>Maximum Coverage in a TRPA Designated Town Center</u>
A conforming Area Plan is eligible for the transfer of coverage program pursuant to TRPA Code Section 30.4.2. Maximum coverage for facilities located in the TRPA designated Town Center, as depicted in the

Zoning Map (Figure 12), is 70 percent of the project area located within Land Capability Districts 4 – 7, inclusive. Coverage shall be transferred pursuant to TRPA Code Section 30.4.2 and 30.4.3.

Maximum Land Coverage in the Commercial Mixed-Use District

A conforming Area Plan is eligible for the transfer of coverage program pursuant to TRPA Code Section 30.4.2.B.2. Maximum coverage for commercial and mixed-use facilities located in the Commercial Mixed-Use District, as depicted in the Zoning Map (Figure 12) is:

1. For parcels upon which there is no development legally existing as of July 1, 1987, maximum land coverage shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive;
2. For parcels upon which there legally exists development as of July 1, 1987, maximum land coverage shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive; and
3. Land coverage shall be transferred to eligible parcels and eligible uses, in accordance with TRPA Code Sections 30.4.2 and 30.4.3.

Alternative Comprehensive Land Coverage Management Program

The purpose of this program is to promote project feasibility, revitalization, coverage reduction and SEZ restoration in the Tahoe Valley area. Property owners within the Town Center Core District, in coordination with the City and TRPA, may develop alternative comprehensive coverage management systems as alternatives to the parcel-level coverage requirements outlined in subsections 30.4.1 and 30.4.2 of the TRPA Code of Ordinances, provided that the alternative system complies with the provisions of subsection 13.5.3.B.1: *Alternative Comprehensive Coverage Management Systems* of the TRPA Code of Ordinances.

Land Coverage Incentives

The following land coverage provisions in TRPA Code Section 30.6.4 are applicable throughout the Region:

- Non-motorized public trails are exempt from coverage subject to accessibility, trail route design, trail design, and designation provisions.
- Coverage exemptions for non-permanent structures and utility installations up to 120 square feet subject to BMPs, land capability verification, location, and aggregate limitation provisions.
- Coverage exemptions for new residential pervious decks subject to size, design, BMPs, location, and aggregate limitation provisions.
- Coverage exemptions for legally existing decks that meet all approval criteria.
- Coverage exemptions for compliance with the Americans with Disability Act.

**Transfer of Nonconforming Land Coverage in Centers**

Pursuant to Subsection 30.4.2.C of the TRPA Code of Ordinances, existing development relocated to a Center where the sending site is restored and retired, may maintain nonconforming land coverage. The receiving site shall be developed in accordance with all applicable TRPA ordinances, and the site shall be

either the same size or larger than the prior site. If the new project site is smaller, the amount of nonconforming coverage transferred shall be reduced on a proportional basis. The balance of nonconforming coverage may be banked and transferred elsewhere.

**Offsite Excess Coverage Mitigation**

A project may mitigate its excess land coverage by reducing coverage offsite in a different hydrologically related area provided the restoration occurs on more sensitive lands than the project area.

**Onsite Removal and Retirement of Excess Coverage**

Pursuant to Section 30.6.3 of the TRPA Code of Ordinances, onsite removal of remaining excess coverage in a Center may earn multi-residential bonus units, tourist accommodation bonus units, and/or commercial floor area.

**Commercial Floor Area Allocation**

The City of South Lake Tahoe provides a pool of Commercial Floor Area (CFA) at a reasonable cost and subject to availability to create an investment stimulant for creating change. CFA is provided as an incentive, not an entitlement, in order to encourage property owners to move forward with projects that are beneficial to the environment, community, and the economy.

Projects eligible for an allocation of CFA from the City's pools must meet the following criteria:

1. Be within an adopted community or area plan;
2. Meet the criteria for CFA allocations required by the applicable community or area plan;
3. Meet all applicable design standards;
4. Include the construction of improvements that will benefit the public and community which are more extensive than required by the applicable community plan or City Code; and
5. Provide an economic benefit to the community with enough significance to merit the allocation of the City's CFA resource.

CFA can be used to support infill, community-serving retail opportunities, and reuse of existing assets (such as land coverage and CFA), as well as for smaller-scale improvements that add ambiance, diversity, and commercial district vitality and that benefit quality of life.

CFA is available from the TRPA Pool as development transfer match to Town Centers and the Regional Center. See Transfer of Development Rights to the Tahoe Valley Area Plan and Transfer of Existing Development to the Tahoe Valley Area Plan program descriptions below.

**Tourist Accommodation Bonus Units**

Tourist Bonus Units are available for use by projects from TRPA's Special Projects Pool in accordance with TRPA Code Section 50.6.4.D.

In addition to the TRPA Code provisions listed above, tourist bonus units may also be earned as a transfer match for the transfer of existing development to Town Centers in accordance with TRPA Code Section 51.5.3: Transfer of Existing Development to Centers. See Transfer of Existing Development to the Tahoe Valley Area Plan program description below.

**Residential Bonus Units**

Residential Bonus Units from TRPA are available for use in Town Centers. Residential bonus units may be earned and used by projects in accordance with Section 52.3: Multi-Residential Incentive Program of the TRPA Code. Residential bonus units used for affordable housing under this section do not require residential allocations. The City of South Lake Tahoe has a Certified Moderate Income Housing Program pursuant to Section 50.5.2.B and 52.3.6 of the TRPA Code, thus moderate-income housing units are eligible to earn allocations from TRPA's unused allocation pool subject to TRPA's allocation procedures.

Pursuant to TRPA Code Section 21.3.2.B, residential bonus units can also be earned under the City's Local Government Housing Program certified by TRPA. The program allows for the conversion of illegal secondary units into deed restricted affordable housing units.

In addition, residential bonus units may also be earned and used for projects in accordance with TRPA Code Section 51.3.3.C: Transfer of Development Rights to Centers or TRPA Code Section 51.5.3: Transfer of Existing Development to Centers. See Transfer of Development Rights to the Tahoe Valley and Transfer of Existing Development to the Tahoe Valley Area Plan program descriptions below.

**Residential Units of Use**

The City of South Lake Tahoe has set aside Tourist Accommodation Units for conversion to Existing Residential Units of Use for the construction of accessory dwelling units. The units are available at no cost and are provided on a first come-first-serve basis to eligible applicants.

The City of South Lake Tahoe has set aside Tourist Accommodation Units for conversion to Multi-Family Residential Unit of Use for the construction of multi-family projects. The units are available at no cost and are provided on a first come-first-serve basis to eligible applicants.

**Transfer of Existing Development to Tahoe Valley**

Pursuant to TRPA Code Section 51.5.3, residential bonus units, CFA and tourist bonus unit are available as development transfer match for existing development (residential, tourist accommodation and commercial uses) that is transferred to Centers. Receiving parcels in the plan area may earn residential bonus units, tourist bonus units or CFA at an enhanced transfer ratio based on the land capability of the sending parcels. Transfers of existing residential units are eligible for an additional enhanced transfer ratio based on the sending parcel's distance from Centers and primary transit routes. Residential bonus units earned under this program do not require an allocation to construct a residential unit.

**Transfer of Development Rights to Tahoe Valley**

Residential bonus units from the TRPA Pool are available as development transfer matches for transferring development rights to Centers. Receiving parcels in the plan area may earn residential bonus units at an enhanced transfer ratio based on the land capability of the sending parcel, and its distance from Centers and primary transit routes. Residential bonus units earned under this program do not require an allocation to construct a residential unit. The transferred development right is eligible to receive an allocation from TRPA's unused allocation pool pursuant to Section 51.3.3.C.4 of the TRPA Code.

**Persons At One Time**

Projects are eligible for the Persons At One Time (PAOT) allocations pursuant to TRPA Code Section 50.9: Regulation of Additional Recreation Facilities of the TRPA Code of Ordinances.

The TRPA Code requires that certain recreation uses and activities are assigned additional PAOTs from TRPA prior to a construction of a project or commencement of an activity. Uses such as marinas, boat launching facilities, information centers, recreation centers, day uses areas, beach recreation, commercial boating, water-oriented outdoor recreation concession, downhill ski facilities, developed campgrounds, group facilities, and recreational vehicle parks are eligible for PAOT allocations from the TRPA Pool.

**City of South Lake Tahoe Green Building Program**

In November 2010, the City Council adopted the City of South Lake Tahoe Green Building Program (Resolution 2010-92). The program encourages the incorporation of energy efficiency in City buildings and facilities, and provides clear incentives for private property owners to retrofit residential, commercial, and industrial buildings to save energy and reduce the carbon footprint.

- Residential projects that voluntarily achieve third-party certification are 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 projects that voluntarily achieve third-party certification are 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.

**Offsite Parking**

Use of offsite and shared parking is permissible pursuant to the parking standards in Appendix C of this Plan.

**Conversion of Use**

Pursuant to TRPA Code of Ordinances, Chapter 51, existing development rights consisting of commercial floor area, tourist accommodation units, and residential units of use may be converted from one development right to another provided the conversion complies with the provisions of Chapter 51.

When a Tourist Accommodation use is to be converted to a Residential use, TRPA Code of Ordinances Section 31.4.5 shall apply.

**Density**

Mixed-use projects in conforming area plans may be developed to the maximum density allowed per the TVAP for each use.

Regarding legal, non-conforming tourist and residential densities, TRPA Code of Ordinances Section 31.4.6 shall apply.

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# APPENDIX B
# South Lake Tahoe Design Guidelines

The South Lake Tahoe Design Guidelines shall serve as additional context and examples of the intention of standards in Appendix C, Development and Design Standards.




# South Lake Tahoe Design Guidelines

March 8, 2016





CITY OF SOUTH LAKE TAHOE
19 65
CALIFORNIA




Final Draft

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# SOUTH LAKE TAHOE DESIGN GUIDELINES

Final Draft, March 8, 2016

**PREPARED FOR:**

City of South Lake Tahoe

Tahoe Regional Planning Agency

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STRATEGIC GROWTH COUNCIL

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# CONTENTS


**SECTION 1: INTRODUCTION** **1**

PURPOSE & INTENT 2

APPLICABILITY 2

DOCUMENT ORGANIZATION 3

**SECTION 2: SITE DESIGN GUIDELINES** **5**

GENERAL SITE DESIGN 6

GRADING AND DRAINAGE 8

BUILDING PLACEMENT 10

PARKING 14

BICYCLE PARKING 18

VISUAL SCREENING 19

PEDESTRIAN CIRCULATION 20

PUBLIC PLAZAS AND OPEN SPACE 22

**SECTION 3: BUILDING DESIGN GUIDELINES** **25**

BUILDING DESIGN AND ARTICULATION 26

ROOFS 38

BUILDING HEIGHT 42

GREEN BUILDING 42

**SECTION 4: LANDSCAPE DESIGN GUIDELINES** **45**

**SECTION 5: EXTERIOR LIGHTING DESIGN GUIDELINES** **53**

**SECTION 6: SIGNAGE DESIGN GUIDELINES** **61**

# 1 SECTION ONE INTRODUCTION

The South Lake Tahoe Design Guidelines (Guidelines) provide visual imagery in order to support and clarify the intent of the City of South Lake Tahoe design standards. The Guidelines were developed to help project applicants and their designers understand the community's desired visual character and appearance for South Lake Tahoe. They apply to all projects except single family and multi-family residential projects within the City of South Lake Tahoe.

The Guidelines were developed as part of a collaborative outreach process. Community members were invited to take part of three public workshops and two online surveys. The first meeting and online survey focused on understanding what types of buildings, signage and landscape elements best represented the type of mountain architecture the community desired for South Lake Tahoe. The second meeting and online survey provided a venue for community members to comment on the Draft Design Guidelines. Survey and meeting results indicated that participants felt the imagery provided represented their desired aesthetic character for South Lake Tahoe. At the final public meeting the Final Draft Design Guidelines were presented, areas where the Draft Design Guidelines had been modified to respond to public input were identified and the community was provided another opportunity to provide input.

## PURPOSE & INTENT

The primary purpose of the South Lake Tahoe Design Guidelines (Guidelines) is to provide a visual tool to help guide project applicants on how to meet the required design standards in a manner that meets the desired aesthetic of the community. They are intended to assist landowners, developers, tenants and their consultants, such as architects, who propose any alteration, addition, construction, and/or development in understanding the basic design ideas related to the City of South Lake Tahoe's (City's)design standards in order to improve the area's visual quality.

The Guidelines are not intended to inhibit innovative design or espouse one style of mountain design. They are intended to allow freedom of expression, innovation and creativity while developing built elements that are timeless or do not appear overly trendy. They provide an illustrative and descriptive tool for establishing and maintaining an overall unifying character and image for the entire community.

The goal of the Guidelines is to communicate design principles regarding how structures relate to the land, respond to climate, step with natural grades, and harmonize with the character of the surrounding landscape. Since there is not a required theme or style of mountain architecture, it is all the more essential for structures to relate to each other through the use of design elements such as locally found materials, scale, fenestration, style, massing and exterior paint colors.

The Guidelines are intended to be an aid to enhance the existing visual quality and experience within the community and direct future development in ways that are responsive to the specific environmental conditions and natural setting of South Lake Tahoe. They were developed in conjunction with community input in order to establish parameters which align with the community's objectives for mountain architecture and the desire for enhanced visual quality throughout the city.

The Guidelines describe how to aesthetically and sensitively execute applicable design standards and codes in a manner that is compatible with the mountain environment. For example, there are codes that set the parameters for height and coverage, however, they do not describe how to aesthetically and sensitively apply them to a site. This manual provides the guidance to accomplish this.

## APPLICABILITY

The Design Guidelines apply to all commercial, tourist, mixed use, public/institutional and industrial projects (including additions, remodeling, relocation or new construction). They do not apply to single and multi-family residential projects. The Guidelines will be used during City review of permit applications as additional criteria for project review and communication with project applicants.

The Guidelines relate to aesthetic consideration of project development. Nothing herein alters current codes or best management practices (BMPs) requirements. All regulations and guidance in the City of South Lake Tahoe City Code, applicable Area Plans, the Tahoe Regional Planning Agency (TRPA) Code of Ordinance, TRPA BMP Handbook and other applicable documents shall remain in effect.

The Guidelines are not intended as a "blueprint" for approval, rather they outline the important design elements and features which should be considered. The City will consider these Guidelines in reviewing projects. Applicants are invited to submit creative and imaginative projects which build on these Guidelines and contribute to the overall character of South Lake Tahoe.

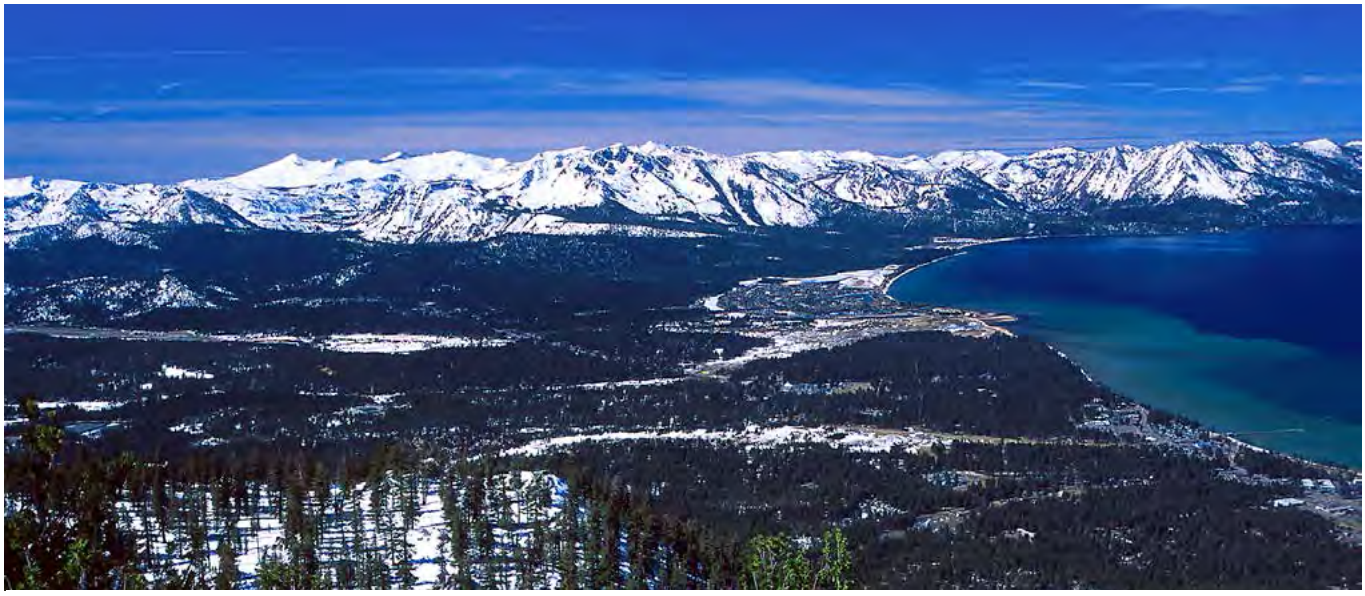
Individuals and entities proposing projects within the City of South Lake Tahoe should review these guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the Guidelines, as well as other development-related questions, should be discussed with the City's Development Services staff as early in the development process as possible. The Guidelines have been developed in accordance with the City Code and Area Plans and TRPA's Code of Ordinances Design Standards and BMPs and are intended to further the broader goals and policies of the Regional Plan and the City's General Plan.

## DOCUMENT ORGANIZATION

The Guidelines have been organized to correlate with the City's citywide design standards and Area Plan design standards. They are presented in five sections:

- Site Design
  - General Design
  - Grading and Drainage
  - Building Placement
  - Parking
  - Bicycle Parking
  - Visual Screening
  - Pedestrian Circulation
  - Public Plazas and Open Space
- Building Design
  - Building Design and Articulation
  - Roofs
  - Building Height
  - Green Design
- Landscape
- Exterior Lighting
- Signage

Each section includes images, diagrams and illustrative examples in order to visually communicate how the Design Guidelines and existing city design standards can be met while developing a project that is compatible with the surrounding mountain environment. A summary of the section's design objective is provided at the start of each section. Image captions are provided to further communicate the design idea presented by the images, diagrams and illustrations.



The Design Guidelines apply to all projects within the City of South Lake Tahoe except single and multi-family residential projects. The unique natural setting of South Lake Tahoe is the best starting point for developing the site and building design.

# 2 SECTION TWO SITE DESIGN

## OBJECTIVE

Fit and blend man-made improvements into the topography and forest.

The way in which buildings and built elements relate to the land is an important factor in defining the character and enhancing the visual quality of South Lake Tahoe. The area's natural setting with its forested mountains, crystal blue lake and fragile meadows are South Lake Tahoe's most important features. This section describes design guidelines for site work elements including grading and drainage, building placement, parking areas, pedestrian circulation, and public plazas and open spaces in order to ensure that the character of South Lake Tahoe is maintained.

## LIMIT NEW DISTURBANCE AND KEEP EXISTING TREES, BOULDERS AND NATURAL ELEMENTS




Rock outcroppings and other natural elements should be incorporated into site design and public areas.




Retain existing natural features such as rock outcrops, trees and topographic features.




Site buildings and paved areas over existing disturbance to ensure the least amount of new site disturbance as possible.

## MAINTAIN AND HIGHLIGHT VIEWS OF THE MOUNTAINS, FORESTS AND LAKE




Organize and design buildings to maintain ridgeline and forest canopy views.




Site buildings and structures to maintain views of the mountains and lake.




Orient site features to capitalize and highlight views of the surrounding mountain and lake landscape.




Underground new utilities along commercial corridors in order to reduce visual distractions and enhance views of the surrounding landscape.




Buildings and site elements should be organized to preserve lake views of significant size to make a greater visual impact when viewed from public areas.

# GRADING AND DRAINAGE

## OBJECTIVE

Work with existing topography so that built elements appear to be an extension of the existing natural forms or nestle easily within the landscape setting.

The most aesthetically pleasing mountain towns are those that appear to nestle into their setting, working through and around the landscape instead of perching on top of it. The intent of these guidelines is to foster grading which results in built work that appears to sit easily within the landscape instead of being imposed upon it.



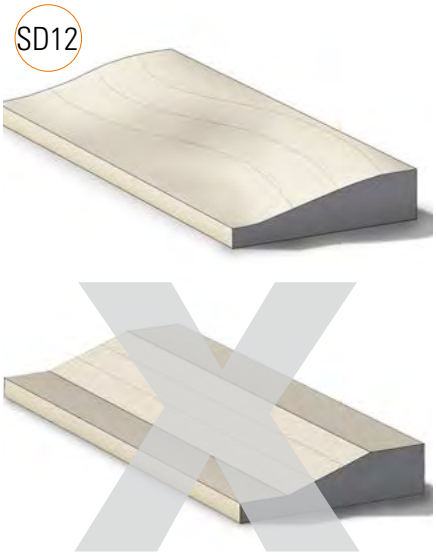

Minimize grading and work with existing topography to minimize the use of retaining walls and integrate buildings into the site.




Preserving existing trees and incorporating naturally functioning systems into the site design is integral to the establishing the aesthetics of the place.




Revegetate graded slopes.




Smoothly merge graded areas into existing terrain and undulate the graded surface to mimic existing landforms. Do not create sharp transitions with a flat graded surface.




Natural drainage courses and existing drainage patterns should be protected.




Design graded areas to appear as natural landforms. Smoothly merge graded areas into the existing terrain. Undulate slopes to mimic the surrounding landscape.




Gracefully blend stormwater features into the look and feel of the surrounding terrain. Do not use sharp transitions or flat slopes that do not appear natural.

## BUILDING PLACEMENT

### OBJECTIVE

Organize buildings in such a way that respond to and take advantage of Tahoe's natural setting while reinforcing the character of pedestrian and public areas in order to optimize visitor and resident enjoyment of outdoor spaces.

Building placement has a powerful impact on the perceptions of visitors and residents. Consideration should be given to all the aspects of the site: the physical characteristics, environmental conditions and social expectations to determine the arrangement and location for buildings that will provide the greatest benefit. The guidelines for siting of buildings are intended to encourage designs that respond to the natural setting.

Because each building's relationship to the street impacts the character and function of pedestrian areas, the guidelines also encourage designs which reinforce the character of public areas and optimize visitor and resident enjoyment of outdoor spaces. Well organized buildings can create comfortable pedestrian plazas, promote walkability, encourage commerce, improve building performance and reinforce community identity.

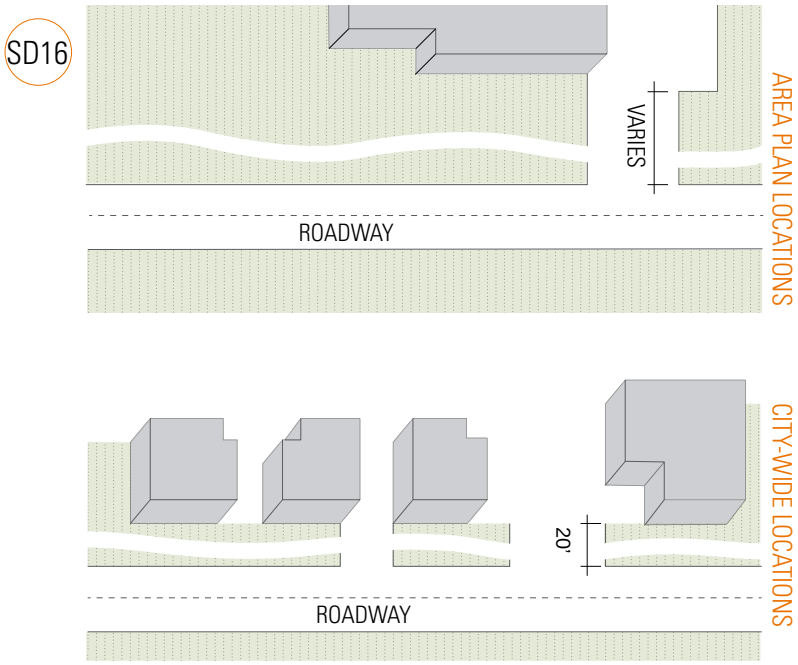



***Image courtesy of BSA Architects***

Site buildings at setback lines to create visual interest along the road corridors, allow for substantial landscape areas and pedestrian walkways.




***Image courtesy of Tahoe Donner Cross Country Ski Center; Tahoe Donner Association, Dale Cox Architects***

Modulate buildings to avoid creating a long row of buildings.




Locate corner buildings at the setbacks in order to create a strong street presence, define the pedestrian realm and encourage pedestrian activity.







Seating, outdoor dining and public gathering areas can be incorporated within the setback area.




Building placement should not intrude on or diminish the views of mountains or the lake as seen from public spaces and roadways.

## RELATIONSHIP TO PUBLIC SPACES AND OTHER BUILDINGS




Cluster buildings where appropriate to create desirable and comfortable public outdoor spaces.




Site buildings in a manner that complements adjacent buildings.

## RELATIONSHIP TO PEDESTRIAN MOVEMENT AND ACCESS




Site buildings so their spatial relationship provides for and promotes pedestrian access.




Highlight building entries through architecture and landscape.




Place building entries and frontage toward the primary linear street frontage to encourage and support a pedestrian environment.




Provide covered entries.




Orient the entry and major façade of commercial buildings toward the primary street frontage.

# PARKING

## OBJECTIVE

Provide convenient parking that is not visually obtrusive and does not impact pedestrian movement.

Parking with its related vehicular circulation and access points establishes the pattern of movement for trucks and automobiles and influences pedestrian and cyclist movement. The point where a driver enters or leaves a site affects both a project and the community as a whole.

The guidelines focus on siting and designing parking areas which do not dominate views from the roadway and public areas and encourage pedestrian movement by minimizing vehicular/pedestrian conflict areas and creating opportunities to park once and walk to multiple destinations.




Divide parking into smaller lots to decrease the view of large parking expanses.




Parking located behind a building or on an interior side has less visual impact from the street in order to create a cohesive pedestrian environment and building frontage.

## USING LANDSCAPE AND EXISTING TREES TO BREAK UP PAVING AREAS




Best management practices (BMPs), such as infiltration basins, can be incorporated into parking areas as part of landscape areas and offer an aesthetically pleasing and lower cost alternative to conventional stormwater treatment strategies.



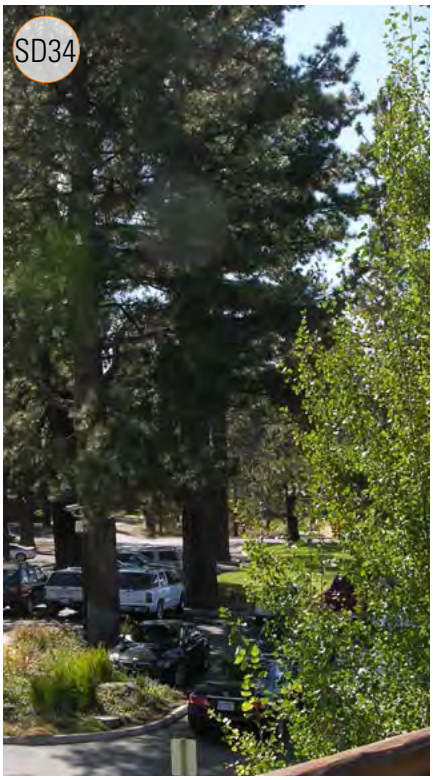

Integrate landscaping and barriers that prevent parking outside of designated areas as part of the overall parking and landscape design.




Incorporate islands of adequate size between parking areas to visually break up long lengths of parking as well as provide areas for snow storage that are out of the public rights of way.




Integrate boulders into the landscape design where appropriate to prevent parking in landscape areas.




Incorporate existing trees into parking lot design and provide adequate buffer to maintain and enhance plant health.

## VISUAL SCREENING




Fencing can be incorporated as part of the landscape elements used to screen parking from the roadway.




Incorporate landscaping in the setback area to screen parking from the street. Utilize informal planting strategies to create a more naturalized appearance of landscaping.




Utilize landscaping to screen underground parking that extends above natural grade.

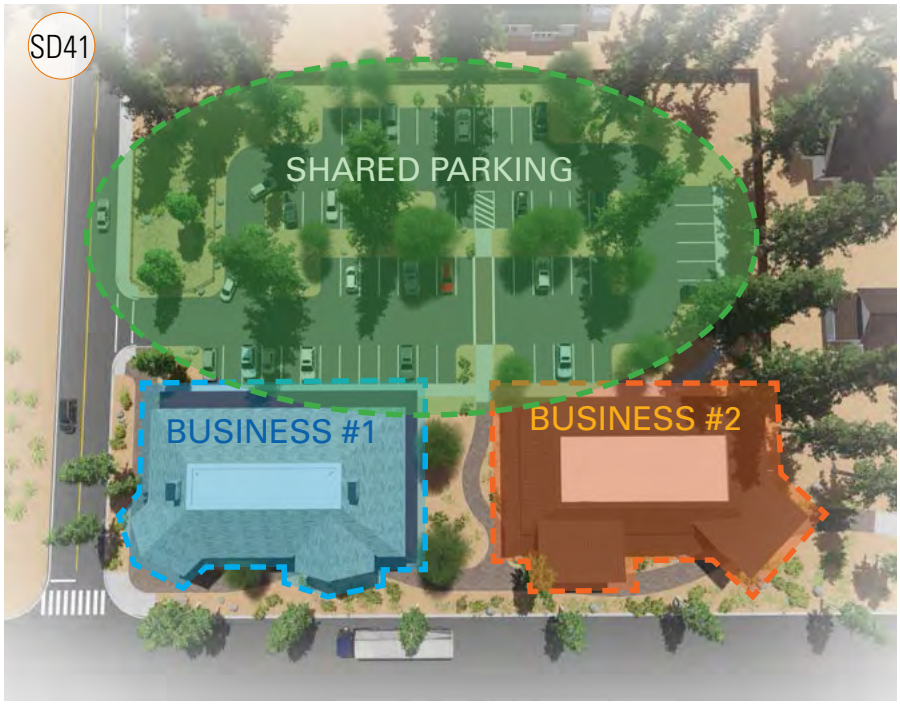



Buffer parking from neighboring residential uses with fencing.




The use of vertical separation, landscape and fencing can help screen parking areas from the road.

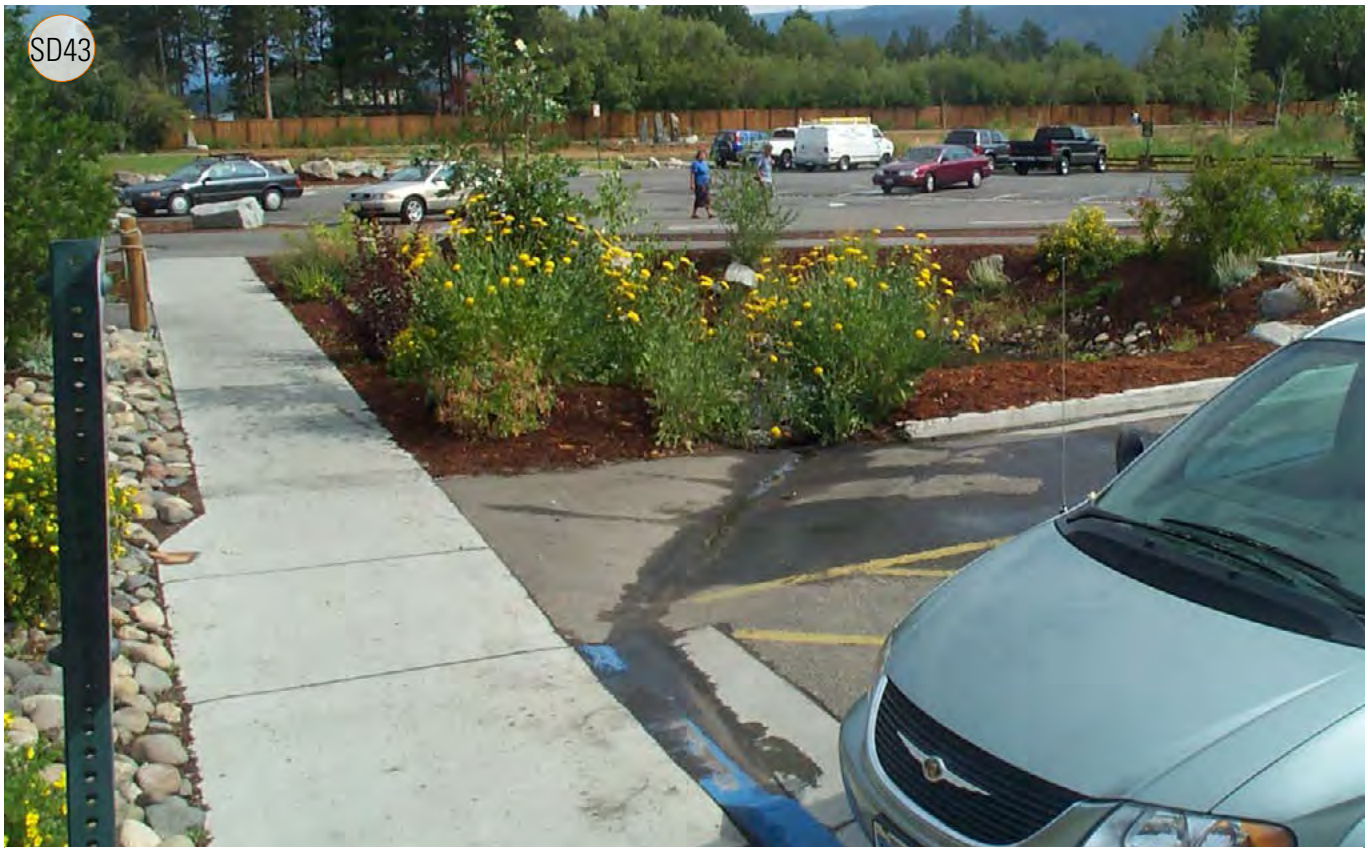
## ENCOURAGING PEDESTRIAN MOVEMENT




Encourage walkability and a park once atmosphere by providing shared parking and shared parking access points.




Locating access drives from side streets and alleys fosters pedestrian movement along the primary street corridor by reducing the number of times vehicle and pedestrians interface.




Pedestrian walkways through parking areas provide a safe place for people to walk away from moving vehicles and should be separated from the building by a landscape area.

## BICYCLE PARKING

### OBJECTIVE

Encourage active transportation use with secure and convenient facilities.

Bicycle trail connections in combination with bike-friendly amenities help encourage use of alternative modes of transportation.




Locate bike racks within close proximity to the main building entry.




Locate bike racks so they do not obstruct pedestrian movement.




Incorporate long-term bike parking to serve people staying at a site for over four hours. Long-term bike parking can be provided indoors when possible.




Locate bike racks so they are visible to encourage use and enhance security.




Design dumpster enclosures using materials and finishes consistent with the building architecture to unify the appearance of site structures and help protect visual quality. Screen dumpster enclosures that are visible from the street with landscaping. Dumpsters should be covered whenever possible to prevent precipitation from entering the dumpster, mixing with contents and then leaking out.




Utilize site planning and building placement and design to minimize the visibility of parking, utilities, and service and maintenance areas from public rights of way.




Utilize a combination of fencing, walls and landscaping to provide attractive visual screening.

## VISUAL SCREENING

### OBJECTIVE

Minimize the visual impacts of parking and service areas.

The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment and utility hardware on roofs, buildings or the ground.

# PEDESTRIAN CIRCULATION AND DESIGN

## OBJECTIVE

Encourage safe and easy pedestrian movement within a site and between adjacent properties.

The design of the circulation system on a site is critical to creating safe travel routes between parking areas and building entrances. The guidelines identify the need for creating clearly defined and aesthetically pleasing circulation systems within and between project sites and providing connectivity to nearby transit stops and citywide pedestrian circulation systems.




Circulation systems should be separated from vehicular areas and provide convenient connections to pedestrian areas.




Integrate project walkways with the existing and planned active transportation network, community areas and transit.




Provide for pedestrian circulation within the site and between adjacent properties.




Create an interesting and inviting pedestrian environment with walkways and shared use paths that are separated from the roadway.



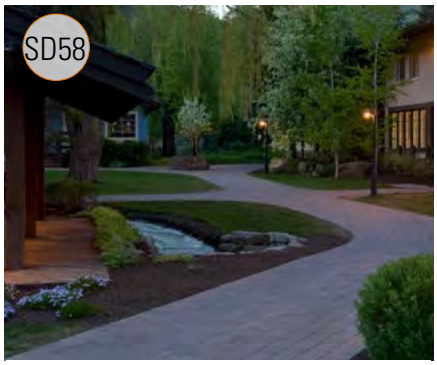

Design walkways for year-round circulation.




Provide wider sidewalks in heavily used commercial and tourist areas to accommodate higher numbers of pedestrians and provide opportunities for outdoor dining.




Sidewalks shall be provided along the full length of buildings that feature customer entrances.




Provide internal pedestrian connectivity to buildings, parking, open spaces and public amenities.




Separate walkways from vehicular areas in parking lots.

# PUBLIC PLAZAS AND OPEN SPACE

## OBJECTIVE

Create comfortable and desirable public gathering spaces.

Great public places are settings that bring people together—a place to see and to be seen. They provide a sense of character to the surrounding buildings and provide places for people to relax and enjoy themselves. They can serve as focal points and add to an area's visual enhancement. The guidelines describe the importance of designing high quality spaces that consider the surrounding landscape and scenic elements while providing for human comfort and visual interest.




Site public gathering spaces in locations with good solar exposure.




Provide desirable and comfortable public plazas. Site gathering spaces to take advantage of natural resources where possible.




Locate outdoor dining areas where solar exposure will maximize the opportunity for a comfortable year-round experience.




Site public gathering spaces where they are visible from the public street or other on-site pedestrian areas.




Use high quality plants, hardscape and pedestrian features that create an inviting atmosphere.




*Image courtesy of magazine.inspirato.com/featrued/family-time-in-vail-beaver-creek*

Enhance the site's comfort and aesthetics through the use of seating, public art, shade, information kiosks and other amenities and design elements.




Provide pedestrian amenities in convenient locations, including benches and trash receptacles. Consider providing ski and snowboard racks in commercial areas near ski resorts, where appropriate.

# 3 SECTION THREE BUILDING DESIGN

## OBJECTIVE

Design buildings and structures that harmonize with the character of the surrounding landscape, avoid a bulky and "box-like" appearance, and contribute to the quality and character of the mountain community.

The building guidelines establish a quality and character for the built environment that reflects the area's mountain setting and environmental conditions. These guidelines are not intended to restrict imagination, innovation or variety in design, but rather are intended to highlight design principles that can result in creative solutions that establish special characteristics for the built environment. Scenic and visual quality is not a question of style and therefore no specific architectural style or theme is proposed. The intent is to create design solutions that encourage a variety of architectural forms, scales, colors and materials that collectively fit within the natural mountain environment.

# BUILDING DESIGN AND ARTICULATION

## OBJECTIVE

Building form, articulation, materials and colors should be compatible with the surrounding Tahoe environment.

Building exteriors are typically designed with clear distinction between the three main building components; the base, middle and top. The base grounds the building to the site through the use of materials and forms that convey a sense of weight and stability. The base of a building is also the most visually dynamic zone due to its connection to the street level. The building's middle section should incorporate materials, textures, colors and detailing to provide interest and articulation. The tops of buildings are encouraged to be capped with well-proportioned, pitched roofs that act as the uppermost unifying component.




*Image courtesy of BSA Architects*

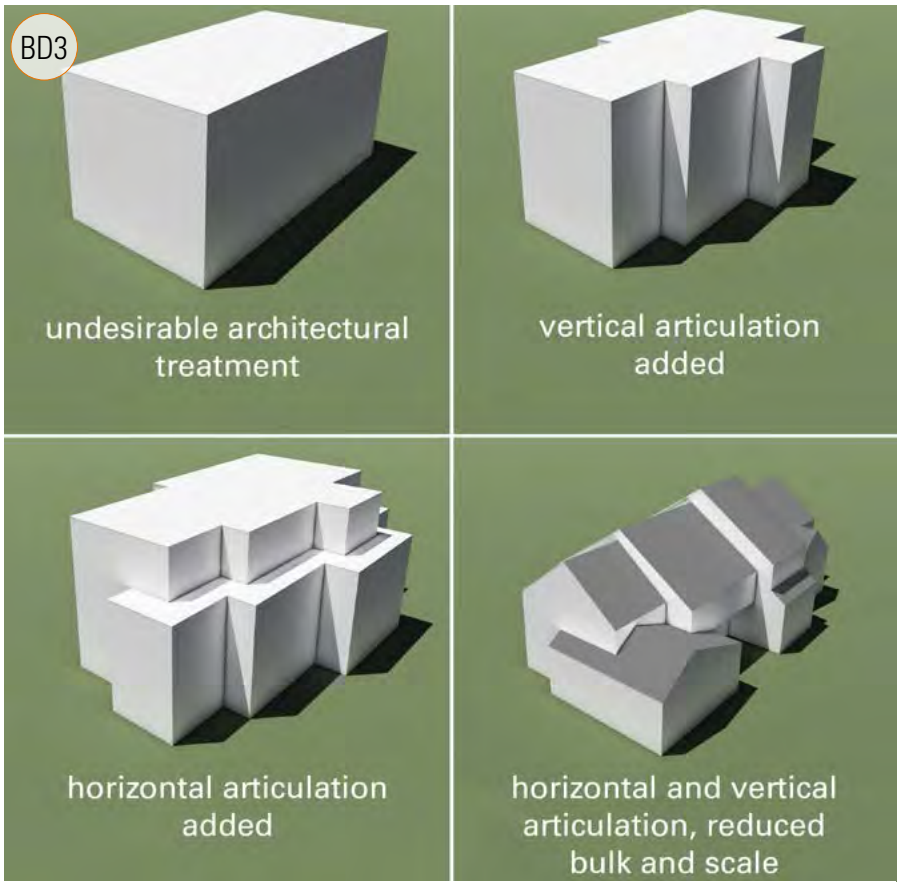
Buildings should have consistent architectural style and related detailing. All elevations visible to the public should have a complementary level of detailing.




*Image courtesy of Ben Fish*

Use gables, shed roof forms, cornices, balconies, roof terraces and other elements to step and articulate roof lines.

## BUILDING FORMS AND ARTICULATION




Use both horizontal and vertical articulation to reduce a building's scale and mass.




The visual mass of large buildings should be broken up through the use of elements such as roof forms, gables, projections and arcades.




Break up building facades with projections, recesses, piers, textured materials, trim and other architectural details to avoid a bulky or "box-like" appearance.

## BUILDING FORMS AND ARTICULATION




Screen all mechanical equipment from view.




Differentiated materials is one way to visually separate the base floors from the upper floors.




Protruding overhead canopies create interesting architectural façades and provide protection from falling snow.

## BUILDING FORMS AND ARTICULATION




The choice of quality, timeless materials is an investment in a place that will last for generations. Placement, shapes, materials, texture, details and colors should contribute to the overall building articulation. Design complex building forms with setback, overhangs, porches and varied skylines and avoid simple or monolithic forms.




Use brackets and overhangs to intercept sunlight and encourage building shadowing articulation where significant amounts of glazing is used. Windows and doors should relate to the structural expression of the building.




Glazing should avoid large amounts of reflective window planes without suitable overhangs or other mitigation.

## PEDESTRIAN LEVEL DESIGN AND DETAILING




Views into a hotel lobby or retail space are visually inviting.




The quality and character of each building should contribute to the overall public space and create pleasing, usable outdoor spaces.

## PEDESTRIAN LEVEL DESIGN AND DETAILING




Store front detailing should be scaled to the pedestrian.

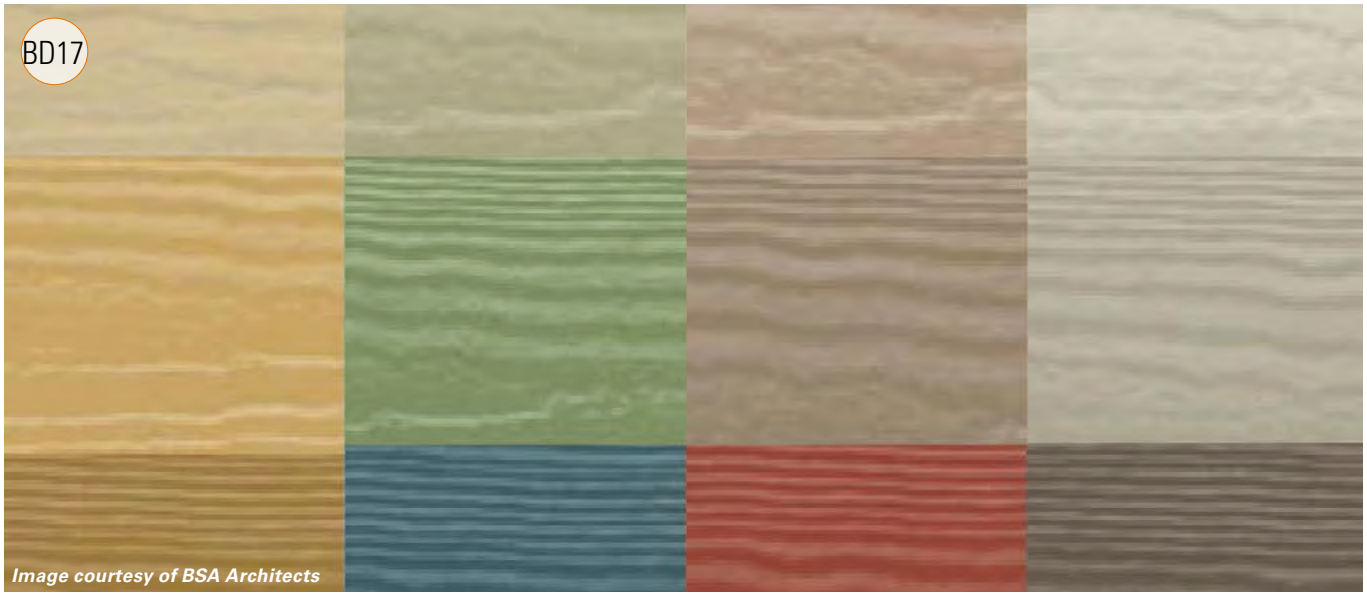



Massing of building elements should emphasize pedestrian scale, create intricacy and detail in the built environment and prevent a cold or impersonal aesthetic.

## COLOR SUGGESTIONS




Varying the texture and scale of wall materials of appropriate color adds visual interest. Textures shall be incorporated throughout each structure, in both materials and in the form and detailing of the building. Materials should appear closer to their natural state rather than a manufactured state.



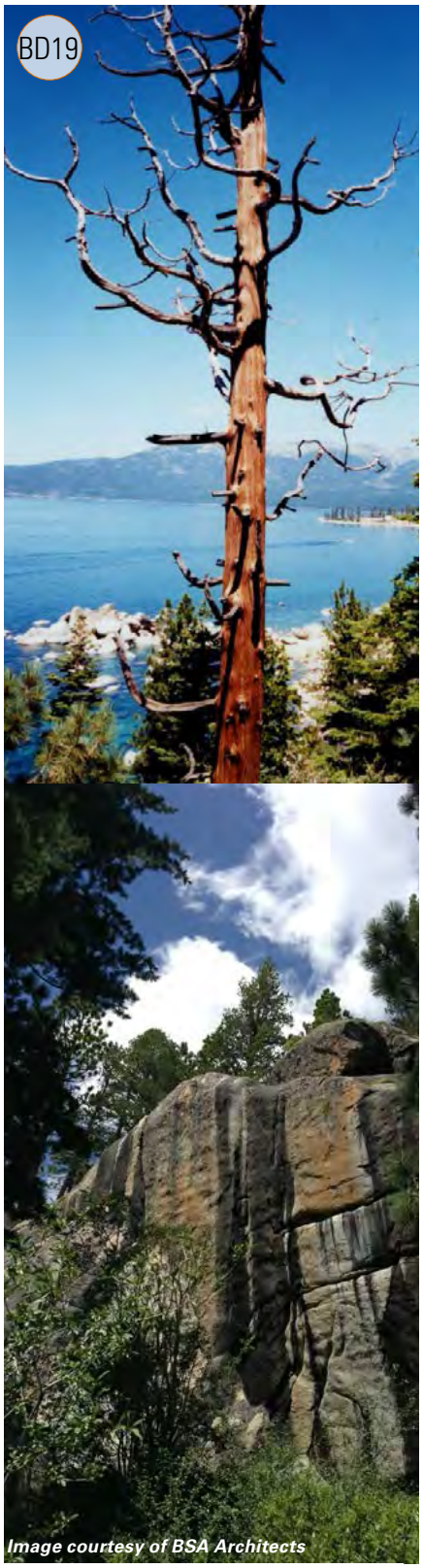

Building Facade Color Suggestions




Doors and Windows Color Suggestions

Building colors shall draw from a natural palette in darker shades and minimize reflectivity. Avoid bright colors that compete with the natural surroundings and consider how the color may appear over large surface areas and in juxtaposition to other building materials. Use accent colors (maximum 10% of building face) for doorways, windows, graphics and storefront displays. Accent colors should complement base colors.

## USE OF NATURAL MATERIALS




Local Natural Palette




Textured Materials + Trim

Utilize natural building materials such as wood and stone to articulate design features. Natural stone can link building elements to the surrounding environment. The use of larger stone at the building's base gives it an anchored and structural appearance. Metal elements are typically incorporated as accents.

## SIMPLICITY IN FORM AND DETAILING




Incorporate metals and other more contemporary materials as accents.




Remodels can enhance existing buildings by incorporating dormers for building articulation, adding windows and transparency to encourage pedestrian movement, and utilizing a neutral color palette that fits within the mountain landscape.




Use metals and other contemporary materials sparingly. Simplicity in overall composition should be the goal. Consider how metals and other contemporary materials relate to primary building materials such as wood and stone.

## SIMPLICITY IN FORM AND DETAILING




Use stucco sparingly and in combination with natural materials such as stone and wood.




Simplifying the number and types of materials used allow for greater emphasis to be placed on construction details such as bracket, joints and overhangs.



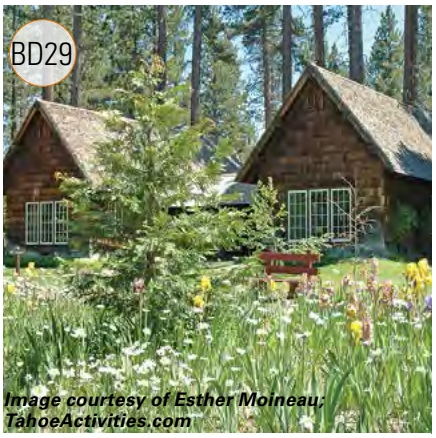

Materials which complement each other and respond to the natural surroundings can create a simple, seamless transition from building to landscape.

## DRAW FROM ELEMENTS OF HISTORIC ARCHITECTURE




Example of historic building from which to draw design elements and materials.




Examples of historic buildings from which to draw design elements.




Consider old Tahoe heritage historical references and incorporate stone and other design elements in a manner which takes into account the building's overall composition, massing and style.

## MOUNTAIN ENVIRONMENT DESIGN



©Vance Fox.com; Ward Young Architects and Clark and Sullivan Construction



Image courtesy of John Hitchcock



©VanceFox.com; Sierra Nevada College

Authentic building materials such as stone and timber are consistent with traditional mountain architecture, but they may also be incorporated into more contemporary designs that also fit within the natural mountain environment. Consider the importance of timelessness and do not create overly trendy designs that may quickly become dated.

## ROOFS

### OBJECTIVE

Create varied, sloping roof-scapes that complement natural forms and Tahoe architectural traditions.

Roof design is important to snow management as well as being a major contributor to building character. Roofscapes should be considered not only for their appearance from the pedestrian level, but also from the view of the overall skyline. South Lake Tahoe's alpine character and mountain backdrop can be reinforced through roof design.

Snow management shall be considered during the design of the architecture and landscape. The effects of snow and ice buildup, if improperly handled, can pose risks to property and pedestrians, and impose high maintenance and snow removal costs.

BD34



*Image courtesy of BSA Architects*

Roof forms should be designed to minimize ice dams and damage due to snow creep (glacial action) and freeze/thaw cycles.

BD35



*Image courtesy of Brent Bingham Photography; Tom Cole Architect*

Roof slopes shallower than 5:12 may be considered where they comply with snow load requirements, other design standards and guidelines, and provide architectural interest.

BD36

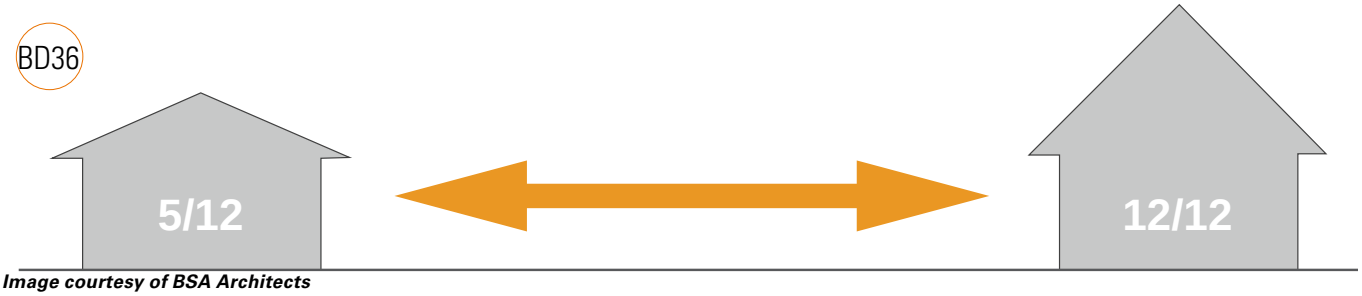



*Image courtesy of BSA Architects*

Pitch roofs that are no less than 5:12 and no more than 12:12 are preferred. Roof pitches below 5:12 may be considered on an individual basis.

## ROOF COLORS AND MATERIALS




Appropriate roof materials, colors and reflectivity should take their cue from the surrounding natural environment.



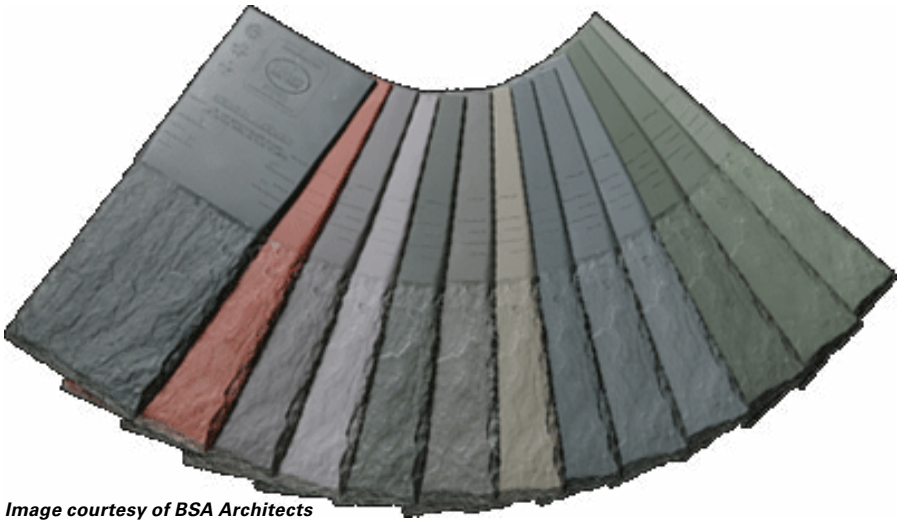



*Image courtesy of BSA Architects*

Roof material and colors should minimize reflectivity and blend with natural surroundings. Utilize nonglare and earthtone finishes to minimize reflectivity for roofs, mechanical equipment and skylights.




*Image courtesy of BSA Architects*

Use snow clips and snow fences where necessary. Consider retaining snow on the roof to minimize the impacts and liability of shedding snow and increase building insulation value.

## ROOF FORMS




The use of timbers and visible logs should appear consistent with the timbers' structural properties and ability to support roof elements.




Mansard roof forms and flat roofs should not be used.




Different roof shapes, heights and slopes helps to break up the appearance of a large mass of the buildings.




*Image courtesy of BSA Architects*




*Image courtesy of BSA Architects*

Roof forms should be designed to protect public entry ways and pathways from ice and shedding snow without using energy consuming snow melt systems.

## ROOF ARTICULATION




Roofs offer the opportunity to include distinctive design elements to relate the building to the mountain setting and prevent "block-like" structures by breaking up the rectangular form.




Roof design should have a definitive "top" that steps or breaks the rectangular form. Modulated roof forms that are varied in height or broken with architectural features and roof design elements are encouraged.




Cornices, balconies and other elements should be used, where appropriate, to terminate rooflines and accentuate setbacks between stories.

## BUILDING HEIGHT

### OBJECTIVE

Create a built environment that preserves views and visually corresponds with the surrounding mountain environment.

The skillful massing of building elements should emphasize pedestrian scale, create intricacy and detail in the built environment, and prevent a cold or impersonal aesthetic. The guidelines for building heights are intended to prevent structures from looming over the highway and overshadowing the naturalistic mountain aesthetic of the community.




Establish a consistent building frontage through the use of a minimum 15' height of the ground floor.




Relate building heights to open spaces to allow maximum sun and ventilation, protect from prevailing winds, enhance public views of surrounding mountains and minimize obstruction of view from adjoining structures.

BD50

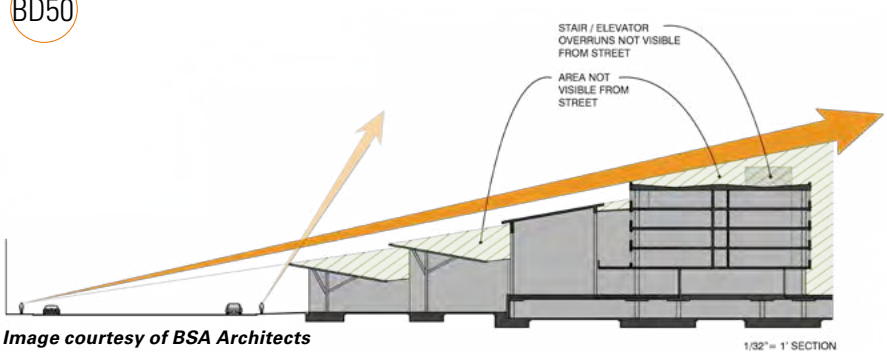



*Image courtesy of BSA Architects*

Step back building within a daylight plane along street frontages and adjacent residential areas to protect viewsheds, allow light and air, limit winter shading and preserve the pedestrian scale.

BD51



*Image courtesy of Scott Kennedy at Sierra Tahoe Realty*

Roof overhangs, projections and other architectural features can help visually step a building back from the street.

BD52



*Image courtesy of hannastepan.cz; stepan*

Ensure compatibility with adjacent uses. Provide additional buffering in addition to required setback for buildings permitted additional height.

BD53



Ensure compatibility with adjacent uses and viewsheds. Do not project building above forest canopy, ridge lines or detract from mountain or lake views.

BD54



Height and scale of buildings should be compatible with that of surrounding development. New development height should "transition" from the height of adjacent development to the maximum height of the proposed building.

# GREEN BUILDING

## OBJECTIVE

Minimize a building's impact on the environment while reinforcing the natural harmony of the Lake Tahoe landscape.




Incorporate durable buildings materials including the consideration of recycled materials and locally sourced building materials, e.g., stone and timber, when possible.

BD56



*Image courtesy of BSA Architects*

Reuse previously disturbed sites and incorporate new technologies to reduce the use of resources, including energy and water.




*Image courtesy of BSA Architects*




*Image courtesy of BSA Architects*

Exposed solar panels should be screened when possible and/or compatible with roof forms and the building's architectural character. Solar shingles can also be incorporated as part of green building design.

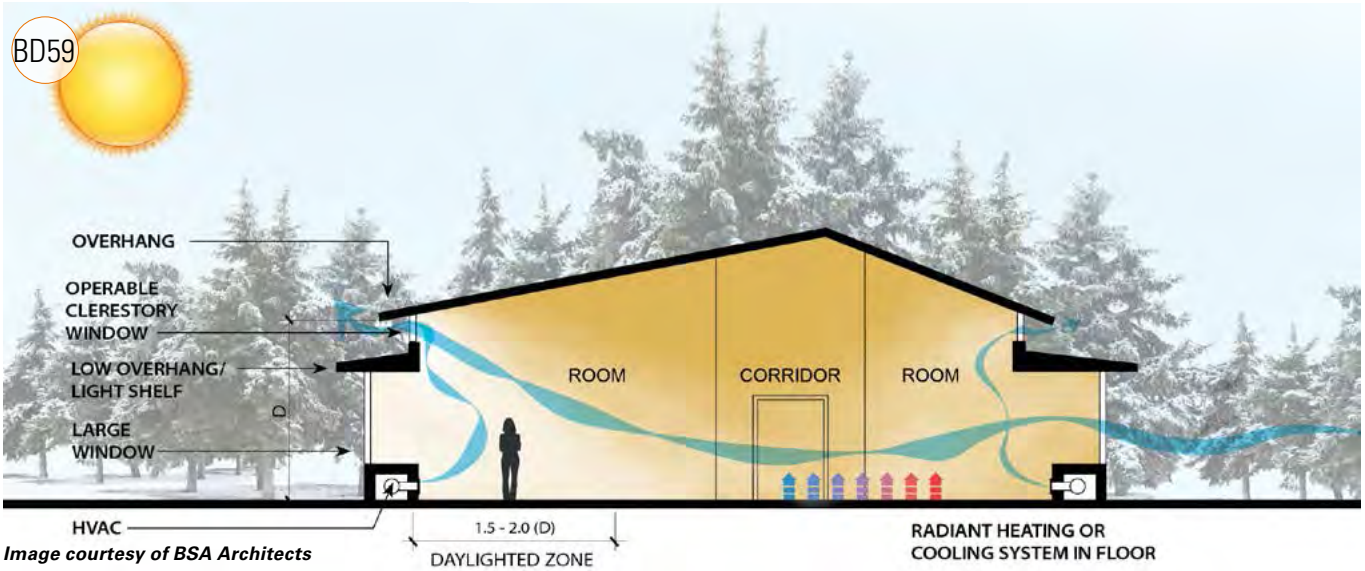



*Image courtesy of BSA Architects*

Use sustainable building materials that support indoor environmental health, passive environmental systems are encouraged.

# 4 SECTION FOUR LANDSCAPE

## OBJECTIVE

Create an aesthetically pleasing, maintainable landscape environment while continuously reinforcing a connection to the natural environment that defines South Lake Tahoe.

The design of landscapes should respond to the intended site function with consideration of issues such as safety, maintenance and desired aesthetic quality. In areas focused on commercial and tourist activities, the landscape should create an inviting environment for pedestrians. This may be accomplished by establishing a rhythm of elements that unify the streetscape, providing plazas and gathering spaces that respond to a site's environmental factors and by screening undesirable views or framing impressive vistas. In contrast, undeveloped areas and areas abutting natural landscapes should incorporate plant materials spaced in natural-looking groups to seamlessly transition into the natural environment.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Incorporate combinations of shrubs, groundcovers and boulders to create an attractive edge between the highway frontage and sidewalk while not blocking views of the lake.




Utilize vegetation to create pleasant outdoor spaces, reduce glare and heat, deflect wind, muffle noise, prevent erosion and integrate buildings into the surrounding landscape.




Create a quality built environment with the inclusion of amenities such as street furnishing, plantings and artworks to enhance the places that people will walk, gather or recreate.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Design landscapes to respond to seasonal environmental conditions to encourage outdoor spaces that are comfortable year-round.




Utilize ornamental and accent plant materials at building entries, exterior dining areas and pedestrian areas.




Consider the use of deciduous trees in street frontages of commercial areas to allow for seasonal solar access and enhance the pedestrian zone.




Landscape materials should enhance the street environment and commercial areas.




Incorporating evergreens as part of the design of front yard setback areas can help restore a natural vertical element to the highway streetscape and integrate buildings into the surrounding landscape.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES



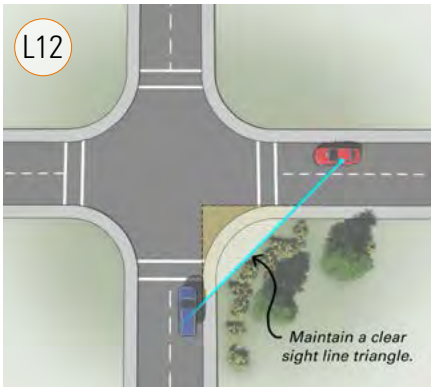

Vegetate setback areas. Consider opportunities to exceed minimum requirements for the appearance of a more established landscape.




Integrate stormwater facilities and bioswales as part of streetscapes, parking areas and other landscape areas. Landscaping should be recessed to receive stormwater runoff whenever feasible. Allowing for stormwater to flow into and infiltrate in landscape areas is preferred.




Maintain lines of site at intersections and driveways for vehicular traffic.



## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Utilize opportunities to incorporate natural drainage features as part of the landscape design.




Incorporating groupings of plant materials can add variety while also organizing the landscape to facilitate maintenance.




Consider the opportunity to incorporate pockets of color and seasonal interest as part of the design of public spaces.

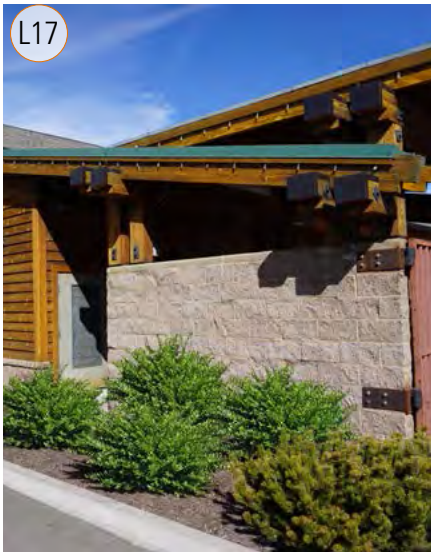
## VISUAL SCREENING







Creating landscape berms with naturalized shapes and contouring should be considered as part of visual screening for parking and service areas.




Plant materials should be used to help block the view of trash enclosures from public areas and roads.




Screen parking and service areas with landscape materials. Incorporate a mix of plant materials to avoid a “wall” affect.

## PLANT SELECTION CONSIDERATIONS




Select drought tolerant plant materials that are suited to the microclimatic variations in sunlight, soil and moisture conditions.




Utilize vegetation that is native or adapted to the region's climatic conditions while also considering the plant material's water needs. Limit ornamental species to accent plantings.




Preserve groups of existing trees where possible to increase the likelihood of survival.




In snow storage areas and roof shed zones, utilize plant materials that are durable enough to handle abuse from snow loading such as herbaceous ground covers, grasses or flexible stemmed shrubs that grow back from their base such as dogwoods.




Consider shade, sun exposure and wind blocking during the selection of trees.

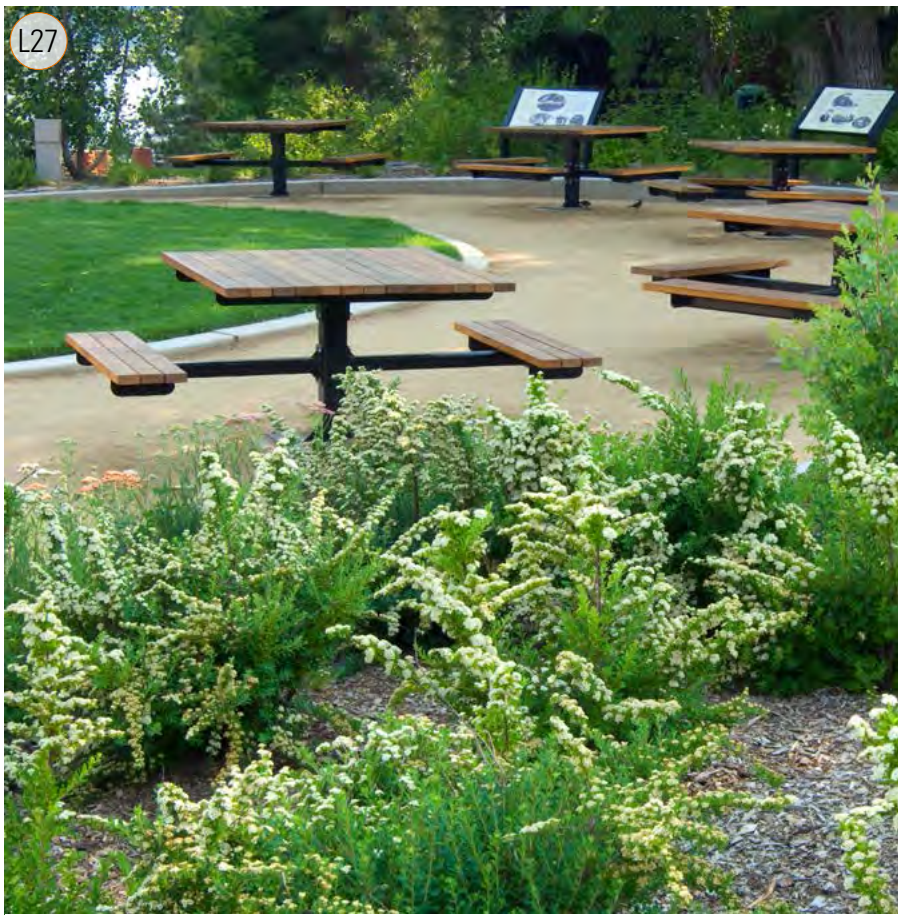
## WATER CONSERVATION




Use efficient water methods, group plantings into similar hydro-zones, use low-water use plant material and use irrigation systems with moisture sensors to control and conserve the use of water.




Consider maintenance and water conservation/irrigation needs during landscape design.




Utilize turf grass only in focused, limited applications.




Irrigate plantings and provide correct water levels to support the long-term growth of landscape. Drip and low-flow systems can minimize irrigation inefficiencies and evapotranspiration in order to maximize the use of every drop of water.

# 5 SECTION FIVE EXTERIOR LIGHTING

## OBJECTIVE

Provide illumination for safety and security as well as enhancing the aesthetic appeal of a site.

Carefully designed lighting can reinforce the ambiance of streetscapes and public gathering areas as well as protect the night sky. These exterior lighting guidelines focus on limiting excess light, while still providing for safety and security and encouraging an enjoyable night time atmosphere for community spaces.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL

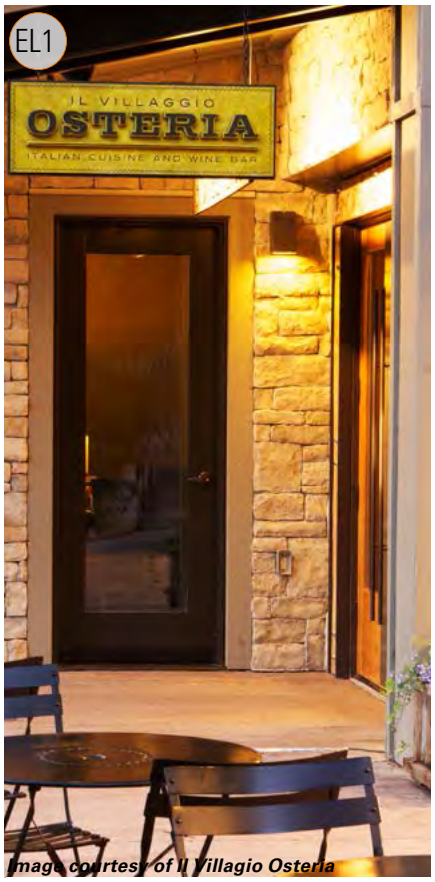



*Image courtesy of Il Villagio Osteria*

Accent lighting can be used to accentuate building entries and signage.

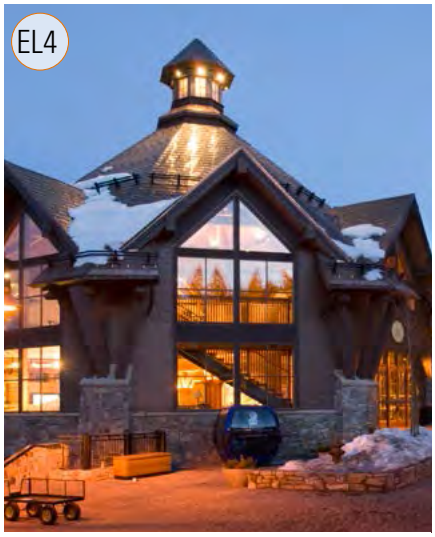



Illuminate areas necessary for safe and comfortable use and illuminate special features of a building or landscape to add to the aesthetic appeal of a site.




*Image courtesy of lampsplus.com*

Accent landscape elements with down lighting with concealed fixtures or fixtures with lens hoods.




Use lighting to accent features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features. Do not light blank walls.




Use built in lighting and wall lighting to illuminate stairs and level changes.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL




Use exterior lighting to activate public pedestrian retail space.




Utilize exterior lighting to accent architectural and landscape features and illuminate parking lots, streets and walkways. Seasonal lighting should only be used between November 1 and March 1 or as by approved permit.




Use pedestrian light poles that allow for approved banners to encourage an active pedestrian environment. Banners should be replaced as needed to maintain visual appeal and avoid showing damaged or faded banners. Plan for seasonal lighting. Consider the need for electrical outlets and incorporate as part of site design features such as tree wells, light poles and walls.







Use lighting to enhance the pedestrian zone, public gathering spaces and private outdoor gathering areas.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL




Wall lights may be incorporated as part of the design to both provide accent lighting and illuminate the walking surface.




Direct accent lighting downward to illuminate landscape elements.




The combination of pedestrian lights, architectural lighting and interior lighting can create a more inviting pedestrian environment. Avoid the tendency to over-light which can create bright spots that tend to make adjacent unlit areas seem even darker. Carefully design lighting to consider both architectural/accent and functional lighting in order to provide reasonable levels for safety and security.

## LIGHTING TYPES: CONSISTENT COLOR WITH TRUE COLOR RENDERING



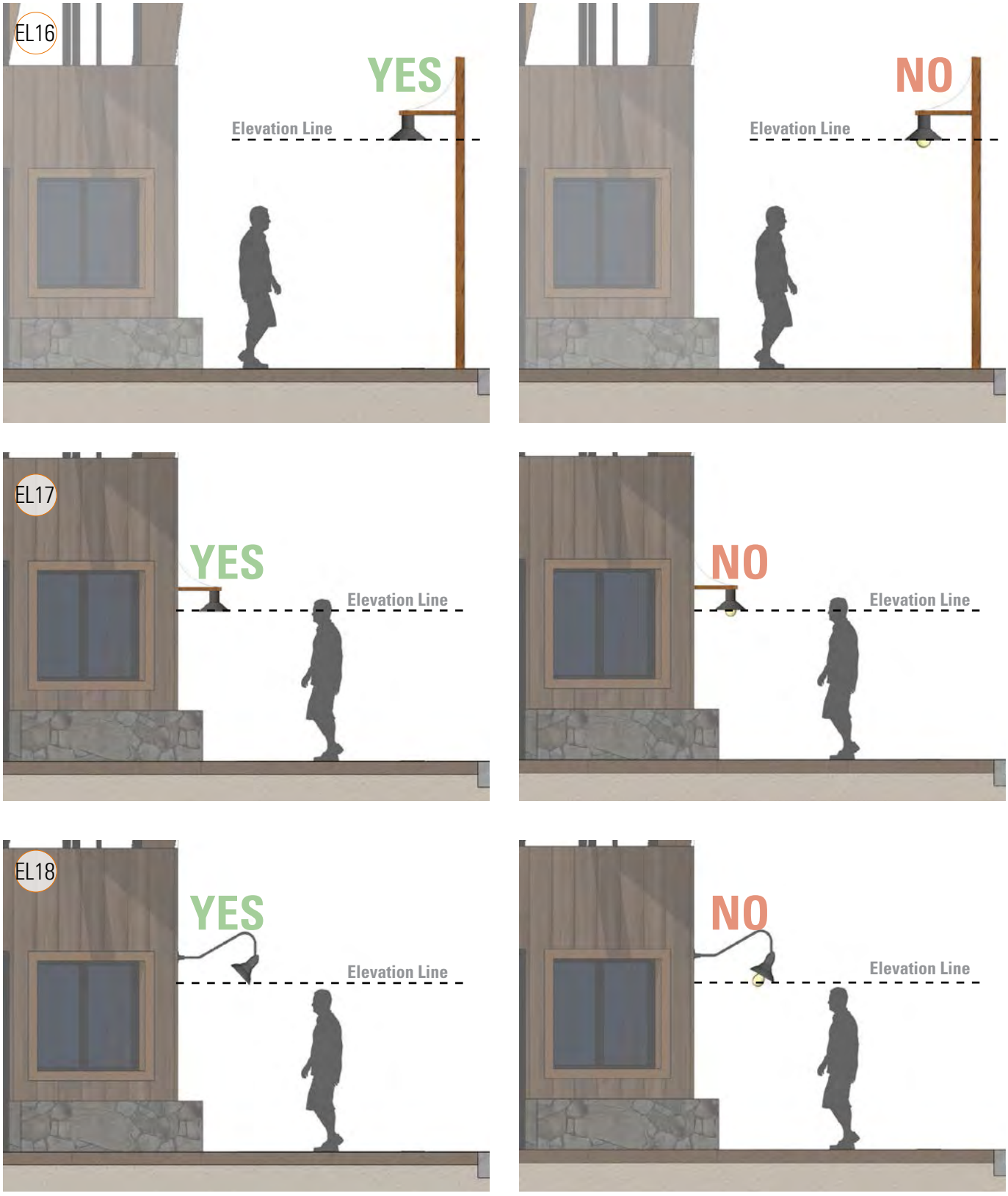

A consistent light color should be provided throughout a project and lighting that appears in the warm color range is preferred over a bluish/white light color. Energy efficient lighting types, including LED lighting, are recommended.

## NIGHT SKY PROTECTION: DIRECTING LIGHT




Face or direct light fixtures so light does not spill over to adjacent properties or up into the sky.

## NIGHT SKY PROTECTION: SHIELDED LIGHT SOURCES




Direct light downward and utilize luminaries that shield light sources from view so the light is not visible as seen in elevation in order to preserve night sky views and reduce glare.

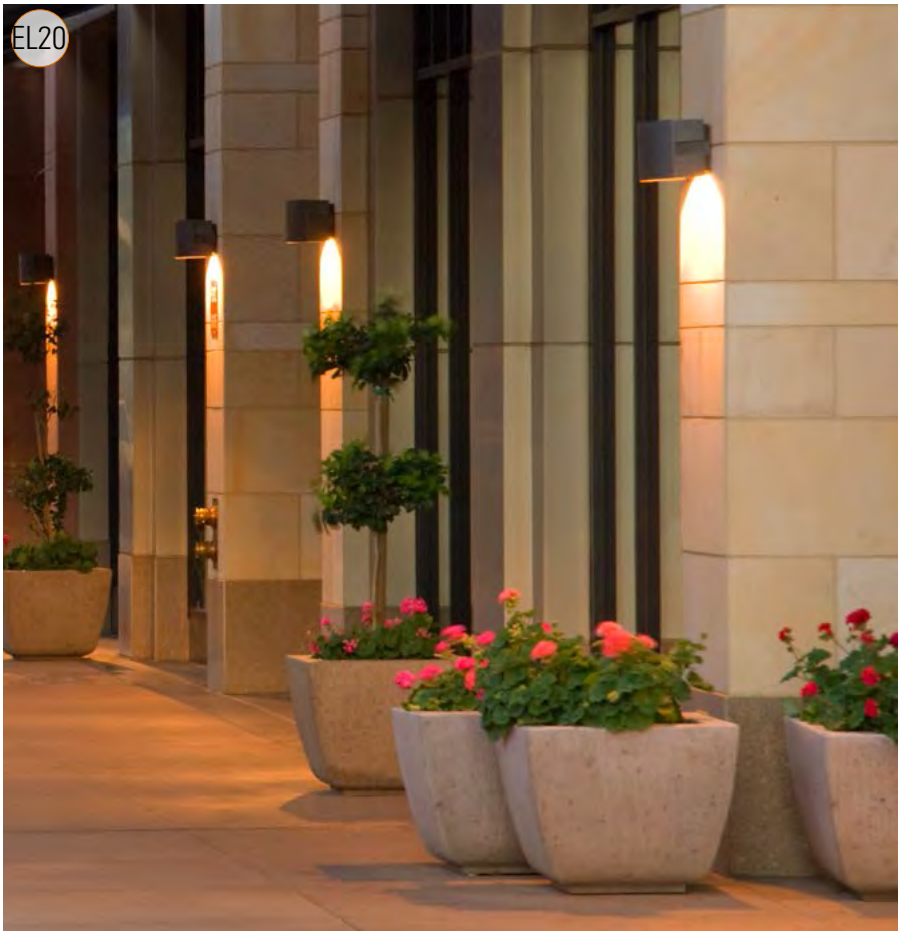
## NIGHT SKY PROTECTION: SHIELDED LIGHT SOURCES




*Image courtesy of BSA Architects*




*Image courtesy of Chapler Lighting*







Luminaires that shield light sources and direct light downward should also complement the character of the public space and the building materials of adjacent architecture.

# 6 SECTION SIX SIGNAGE

## OBJECTIVE

Enhance the city's visual environment by complementing the building's architecture and enlivening the streetscape while clearly and succinctly communicating business information.

The sign guidelines recognize commercial communication requirements of all sectors of the business community as well as the need to enhance the area's visual quality. Well-designed signs can contribute to a district's overall identity and help pedestrians and drivers locate businesses and services.

South Lake Tahoe includes a range of pedestrian and automobile oriented environments which require different signage considerations. The Guidelines focus on design criteria that can enhance the ability for signage to communicate effectively while positively contributing to South Lake Tahoe's visual environment through proper placement, use of materials and being appropriate to its setting.

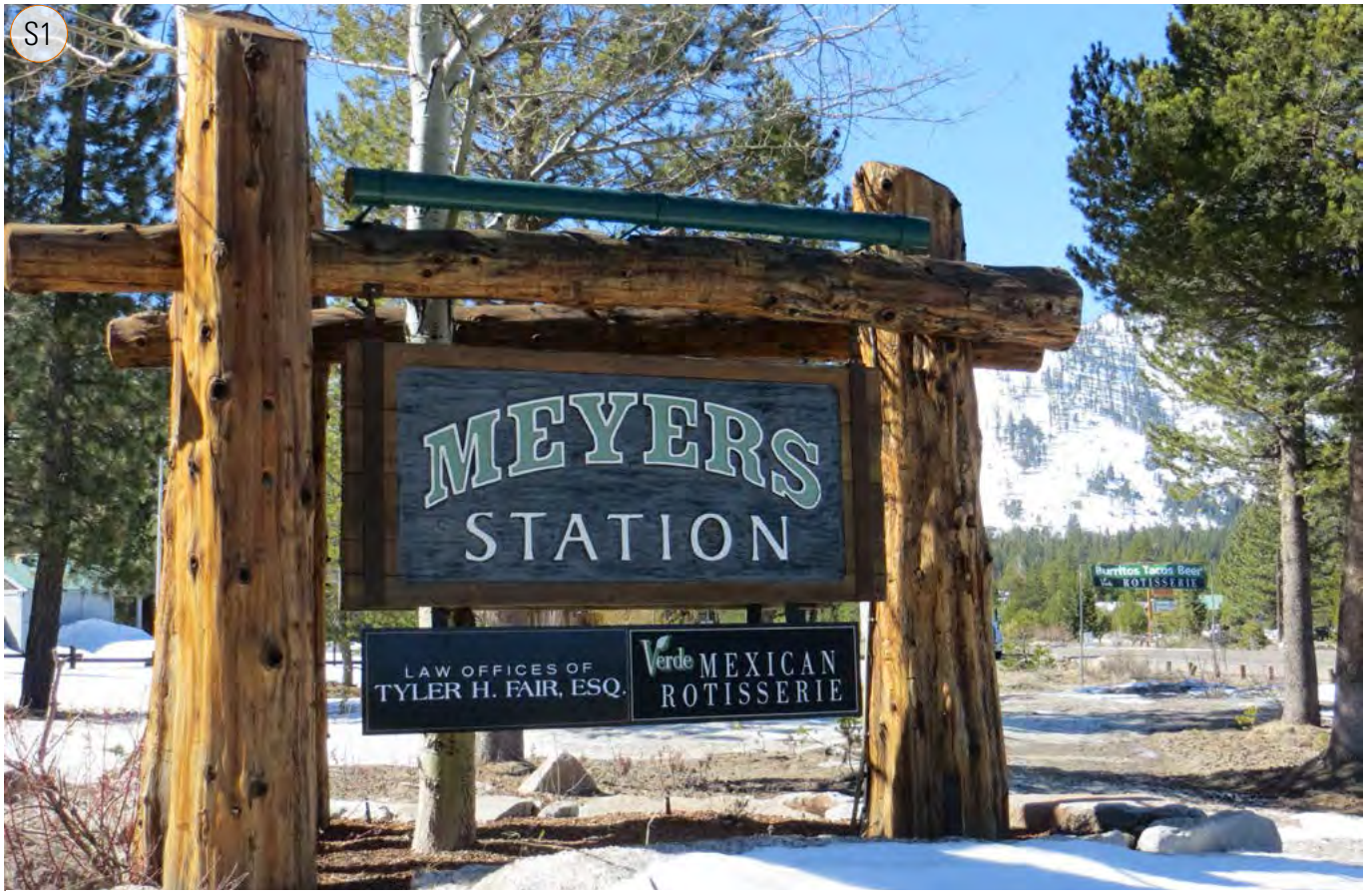
Along with architecture and landscape, signage is one of the most noticeable visual elements along South Lake Tahoe's roadways. Signs are an important part of the built environment in order to communicate information about area businesses and encourage economic vitality. Well-designed signs can contribute to a district's overall identity and help pedestrians and drivers locate businesses and services. However, poorly designed signs and the overabundance of signage can severely detract from the surrounding mountain and lake environment.

The following design principles are illustrated in this section and should be considered during the design and development of projects:

### LESS IS MORE

The purpose and message of a sign should be immediately apparent. Signage that merely attracts attention without communicating the message is not effective. Too much information can be visually distracting to viewers, especially motorists. Limiting the amount of information included on a sign intended to be viewed from a motorist's vantage point can enhance overall legibility and wayfinding.

- ***Keep the message brief and simple***: A succinct message that is simple and easy to read looks cleaner and is more visually appealing.
- ***Consider every word***: Every word should directly contribute to the sign's overall message. Remove any unnecessary words to create a clear message.
- ***Convey primary information***: Words and graphics should convey a business's identity or the services offered. Where possible, multi-tenant areas should consider branding the project area to reduce the information on the primary roadway sign and incorporate secondary level signage within the commercial center.
- ***Use easy to read typefaces***: Typefaces should be easy to read. Overly intricate and mixed fonts can take more time for a viewer to decipher. Faddish typefaces may also become dated.




Keeping the message simple and branding the commercial centers can help effectively direct people to community destinations while reducing the amount of signage seen from the roadways.

## PROPORTION AND BALANCE

The aesthetic quality of a sign arises from the relationships between sign design elements such as proportion and balance. Proportion is the relationship of one element to another. It is most often thought of in terms of the relative size and shape of elements. Proportion can help define the relationship among the sign elements and implies the order of significance.

Well-designed signs will have appropriate proportion between the various parts of the structure as well as between the various components of the graphic content. Sign proportions should be considered between the structure's height, width and depth, between elements of the graphic content, and between the graphic content to the overall sign.

Carefully consider the proportion of the copy to the overall sign background. If the letters take up too much of a sign, they may be harder to read. A general rule is that letters should not appear to occupy more than 75% of the sign panel area.

Physical balance is best described by two objects that are of equal weight, although they may not be of equal size. Visual balance is the perceived equilibrium of design elements. Balance on a horizontal axis can be achieved by having signs that do not appear "top-heavy". Monument bases that are proportional with the sign's height and other sign components can help achieve balance on the horizontal axis.

Balance on a vertical axis can be either symmetrical or asymmetrical. Symmetrical balance can be achieved when each half of the sign is a mirror image of the other half. In asymmetrical balance, each half is not identical, but the elements are arranged in a way that they feel balanced. This can be achieved by considering some of the following principles:

Visually,

- A large form is heavier than a smaller form
- Dark values are heavier than light values
- A textured form is heavier than a smooth form
- A complex form is heavier than a simple form
- Two or more smaller forms balance one large form




A sign's graphic content should relate to the overall proportions of the sign's structure. Aesthetic quality is enhanced when the relationships between sign design elements are balanced and in proportion with each other.

## COLORS AND MATERIALS

Similar to building design, sign colors and materials should draw from the area's natural palette, including darker backgrounds and the use of stone and wood. Bright colors should be limited and reflective, fluorescent and primary colors should not be used. Additionally, consideration should be given to the following:

- Colors and materials should contribute to overall legibility and design.
- Significant contrast should be provided between the sign background and the letters. Dark materials are recommended for sign backgrounds and light materials/colors are recommended for the sign letters.
- Too many colors can compete with content for the viewer's attention. Avoid too many different colors and limit the use of accent colors to increase visibility.

## MATERIALS AND CONTRIBUTION TO ARCHITECTURE



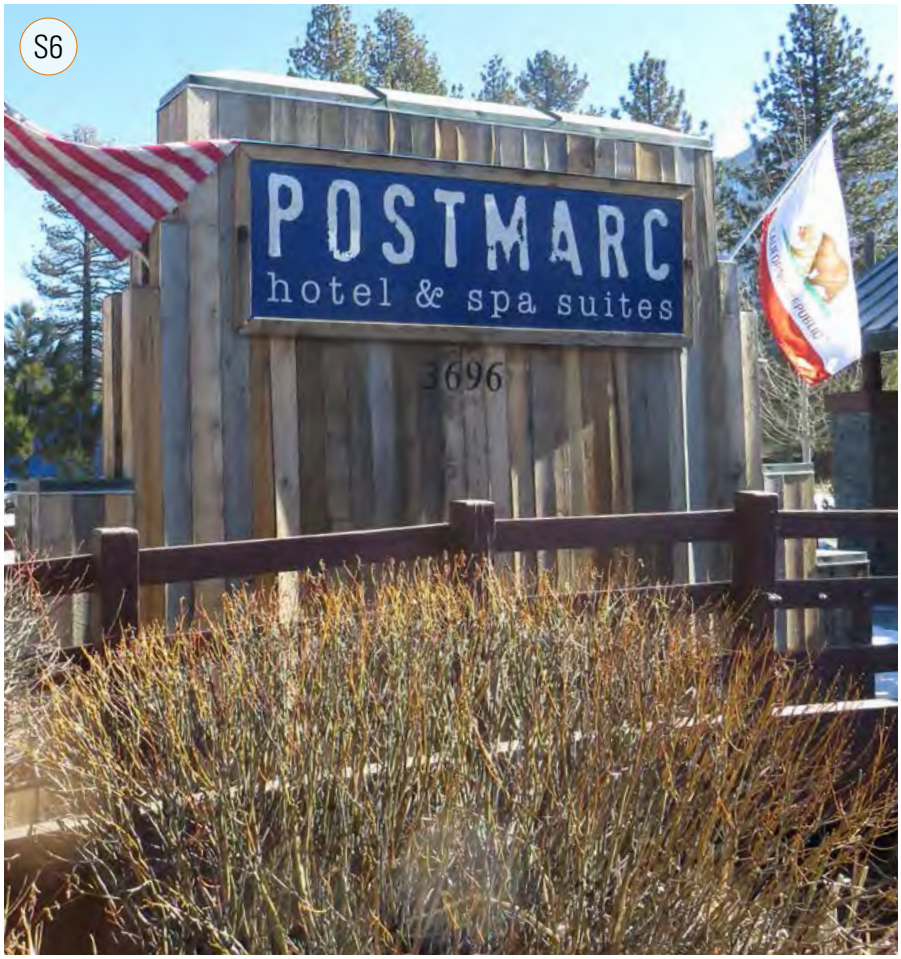

Signage that coordinates with the building architecture can add another opportunity for architectural expression.




Complement a project's architectural style and exterior lighting with signage. Select materials and supporting devices that positively contribute to the overall character of the area.




Use natural building materials such as wood and stone that is coordinated with site architecture.




Colors should draw from a natural palette and dark, muted background colors are preferred. Limit the use of bright colors to accents and avoid reflective, fluorescent colors.




Materials and font types should contribute to a sign's overall legibility and positively contribute to the area's overall visual character.

## SIGN PLACEMENT

S8




*Image courtesy of Matthew Lehman @ Matthewy Lehman Real Estate*

Integrate freestanding signs into the landscape through the use of plants and sign bases that visually anchor the sign to the site.

S9




*Image courtesy of Solaris Village Shopping; SolarisVail.com*

Provide pedestrian level identification of major buildings through flush building signage.

S10




Utilize elevation signs hung from the soffit board of fascia for businesses that can be viewed from the street and sidewalk.

S11




Pedestrian level signage can be smaller and attached under arcades to reduce the number of signs along a street.

S12




Incorporate building signage with internally illuminated channel letters between appropriately spaced architectural features such as columns or dormers.

S13




Signage placed in dormers can be incorporated as an architectural element.

## SIGN CONSTRUCTION ELEMENTS AND COPY




Sign construction elements that are well proportioned and balanced with the sign face area may be considered if they meet other design standards.




Support freestanding signs with two or more poles or a monument base. Supporting devices should provide aesthetic contributions to the sign structure.




Use trademarks on natural backgrounds to quickly convey messaging.




The visual quality of motor fuel price signs are enhanced by incorporating them within a thoughtfully designed stone monument base.




Keep copy simple and easy to read by keeping the amount of text to a minimum. Too many messages can be visually distracting. A sign with a brief, succinct message is more attractive and is typically more effective as it is easier to read quickly.

## ILLUMINATION




Lighting should comply with night sky standards, including being directed downward and being fully shielded in order to illuminate the sign face and avoid light spill into adjacent areas.




Use dark colors or opaque material as the background of interior illuminated signs to limit the amount of light transmitted.




Indirect backlighting of individual letters can create a soft glow while providing adequate illumination.




Use indirect and/or diffused lighting to prevent light sources from being visible from public rights of way or adjacent properties and to soften the light's appearance.

## MULTI-TENANT SIGNAGE




Consolidating signage into a unified system with consistent font types and colors can reduce sign clutter and helps to avoid overwhelming motorists with too many signs. Consider flexibility in design so tenants can be added or changed over time.




Branding multi-tenant commercial areas can help reduce the number of individual businesses listed on each street sign. Simplify tenant names and use logos where possible to reduce the amount of copy on each sign.




Develop signs with a high aesthetic quality and professional construction standards.




Signage carved into natural wood or high density foam core can help unify tenant signage.




Design and locate signs to be compatible with their surroundings in terms of size, shape, color, texture and lighting. Do not visually compete with other signs.

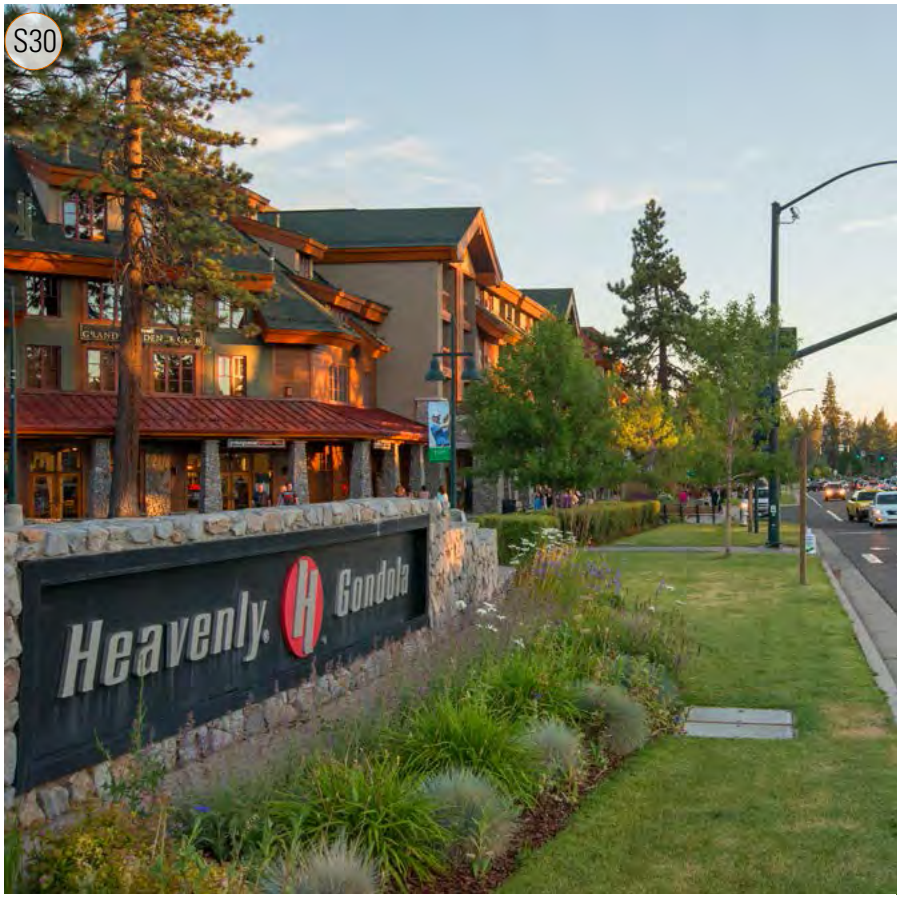
## INTEGRATING SIGNAGE AS PART OF BUILDINGS AND LANDSCAPE ELEMENTS




Signage presents an opportunity to convey unique and interesting aspects of a business through artful designs.




Incorporating signage as part of the building design can eliminate barriers for pedestrian movement and allow more space for other outdoor public spaces.




Integrating signs as part of the landscape feature can help reduce sign proliferation along the roadway. Incorporating plantings can soften the view of a sign from all sides.




Window signage that does not exceed 25 percent of the window area can be an elegant way to communicate business information to pedestrians and create interest at the street level.

## GENERALLY INAPPROPRIATE SIGNS




Pole signage




Banner signage and signage attached to mansard roof



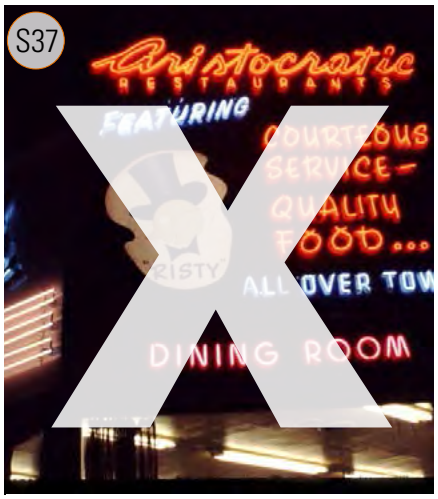

Amount of sign copy and structural elements are not proportional




Signage attached to roof



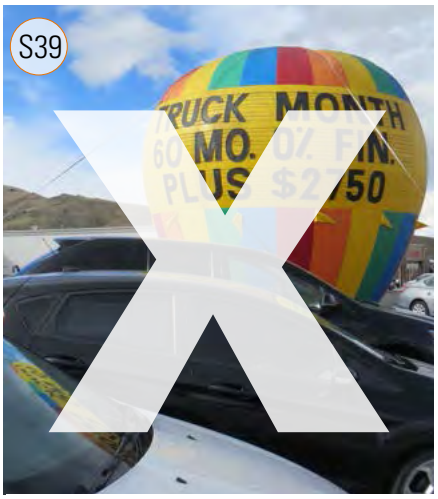

Construction elements don't add to the overall aesthetics




Bright, neon signage




Signage that is dark, dated and has trendy typefaces




Inflatable sign displays




Flags and banner signs

# APPENDIX C
# Development and Design Standards

This section sets out the development and design standards and permissible uses for the Tahoe Valley Area Plan land use districts and has been designed to achieve the desired community vision and urban form.

Applicability: All projects within the Tahoe Valley Area Plan boundaries shall meet the standards provided below. The South Lake Tahoe Design Guidelines (2016), included as Appendix B, shall supplement this section to provide visual examples of the standards and their intentions. In addition, all projects are required to meet the Citywide Design Standards when applicable. Should a conflict occur between the Citywide standards and the Tahoe Valley Area Plan standards, the standards of this Area Plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.

## Permissible Uses

Table 1 lists the permitted primary land uses by district for the Tahoe Valley Area Plan and land use definitions are provided in Table 2. The regulations for the district are established by letter designations listed below. The designations apply strictly to the permissibility of land uses; applications for buildings or structures may require discretionary review. Uses not listed in the Table are prohibited.

Portions of the Tahoe Valley Area Plan lie within the safety zones established by the Lake Tahoe Airport Land Use Compatibility Plan (ALUCP). Uses within these zones may be further restricted by the ALUCP. Users of this Area Plan should refer to the ALUCP to determine if additional restrictions are applicable to the property they are interested in or consult with the City of South Lake Tahoe Planning Division.

**(A)** designates allowed uses subject to zoning compliance. An allowed use is one that can be established as the primary use of a building.

**(S)** designates uses that are permitted subject to approval of a Special Use Permit. A Special Use Permit requires discretionary approval by the City Planning Commission or Zoning Administrator following review and a determination that the nature of the proposed use, at the location proposed, is not detrimental to the public welfare or injurious to property or improvements in the neighborhood. To obtain a special use permit, the applicant must generally show that the contemplated use is compatible with the zoning ordinance and land use standards. Findings that such use would be essential or desirable to the public convenience or welfare and will not impair the integrity and character of the zoned district or be detrimental to the public health, safety, morals or welfare are required.

**(TRPA)** designates uses that require TRPA review and permitting.

**(-)** designates uses that are not permitted.

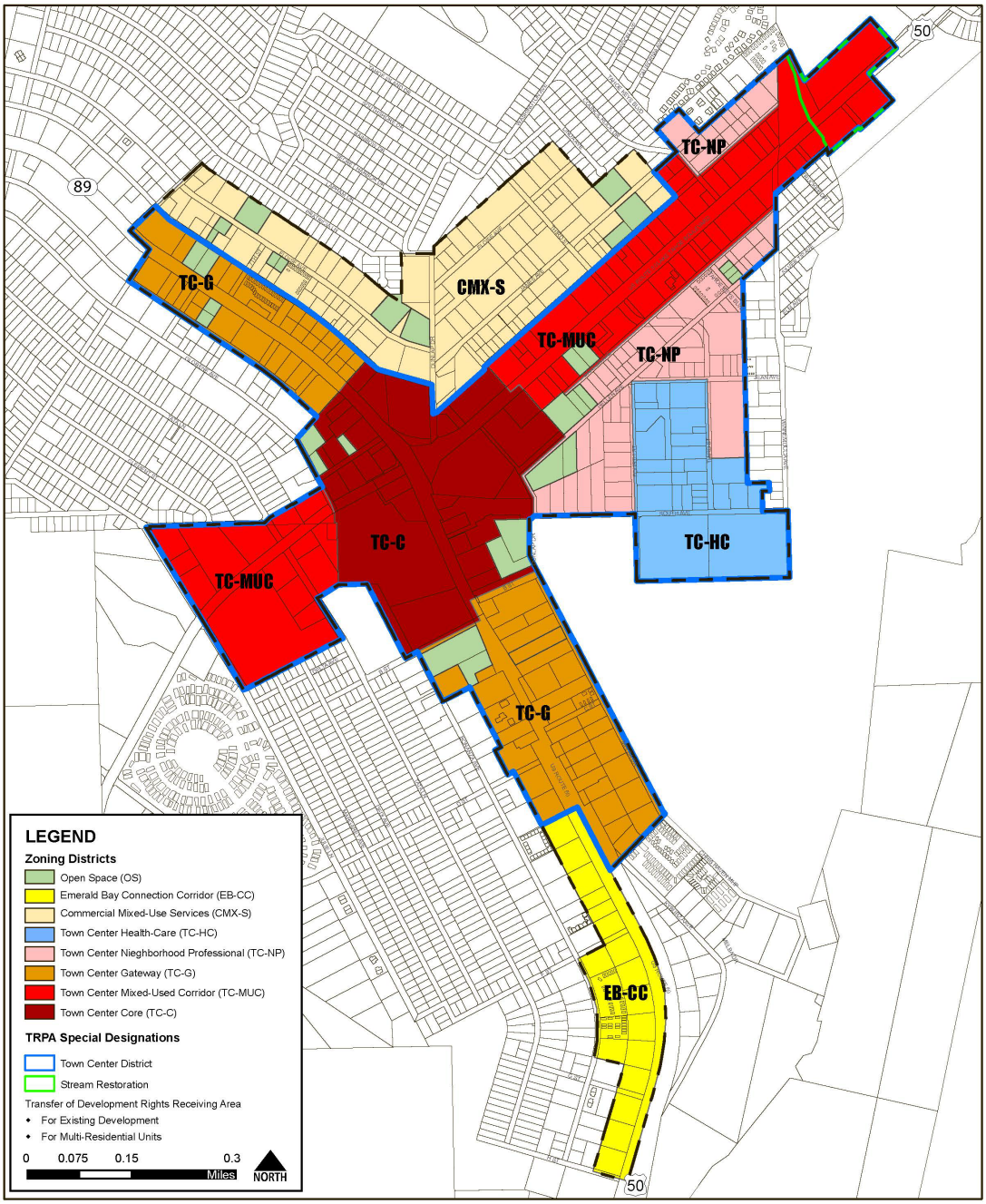



**Figure 11**
Zoning Map
April 2023

| Table 1<br>PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Permitted Uses Key:<br>"A" – Allowed Use<br>"S" – Special Use<br>"T" – Temporary Use<br>"TRPA" – TRPA Review Required<br>"-" – Use Not Permitted | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| **RESIDENTIAL** | | | | | | | | |
| Mobile Home Dwelling | - | - | S | S | S | S | S | - |
| Multiple Family Dwelling | A | A | A | A | A | A | A3 | - |
| Multi-Person Dwelling | A | A | A | A | A | A | A3 | - |
| Nursing & Personal Care | A | A | A | A | A | A | - | - |
| Residential Care | A | A | A | A | A | A | - | - |
| Single Family Dwelling (includes condominiums) | A2 | A2 | A2 | A | A | A2 | A3 | - |
| **TOURIST ACCOMMODATION** | | | | | | | | |
| Bed & Breakfast Facilities | - | - | A | A | - | S | - | - |
| Hotel, Motel, Other Transient Dwelling Units | A | A | A | S | S | S | - | - |
| Time Sharing | A | A | A | - | - | - | - | - |
| **RETAIL COMMERCIAL** | | | | | | | | |
| Auto, Mobile Home, and Vehicle Dealers | - | S | - | - | - | - | A | - |
| Building Material & Hardware | S | A | S | - | - | - | A | - |
| Eating & Drinking Places | A | A | A | - | - | S | A | - |
| General Retail & Personal Services | A | A | A | A | A | S | A | - |
| Nursery | S | S | S | A | A | S | A | - |
| Outdoor Retail Sales | S | S | S | - | - | - | A | - |
| Service Stations[1] | S | S | S | - | - | - | A | - |
| **ENTERTAIMENT COMMERCIAL** | | | | | | | | |
| Amusement, Recreation, & Entertainment Facilities | A6 | A6 | A6 | - | - | - | A6 | - |
| Outdoor Amusements | S | S | S | - | - | - | - | - |
| **SERVICE COMMERCIAL** | | | | | | | | |
| Animal Services | - | S | S | A | A | - | A | - |
| Auto Repair & Service | - | S | - | - | - | - | A | - |
| Business Support Services | A | A | A | A | A | - | A | - |
| Health Care Services | A | A | A | A | A | - | A | - |

| Table 1<br>PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Permitted Uses Key:<br>"A" – Allowed Use<br>"S" – Special Use<br>"T" – Temporary Use<br>"TRPA" – TRPA Review Required<br>"-" – Use Not Permitted | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| Laundries & Dry Cleaning Plant[1] | - | - | - | - | - | - | A | - |
| Professional Offices | A3 | A | A | A | A | S | A | - |
| Repair Services[1] | S | A | A | - | - | - | A | - |
| Sales Lot | - | - | - | - | - | - | A | - |
| Schools – Business & Vocational | S | S | S | S6 | S | S | A | - |
| Secondary Storage | S | S | S | S | S | - | A | - |
| **LIGHT INDUSTRIAL COMMERCIAL** | | | | | | | | |
| Food & Kindred Products | - | - | - | - | - | - | A | - |
| Fuel & Ice Dealers[1] | - | - | - | - | - | - | A | - |
| Industrial Services | - | - | - | - | - | - | A | - |
| Recycling & Scrap | - | - | - | - | - | - | A | - |
| Small Scale Manufacturing | A | A | S | S | S | S | A | - |
| Light Manufacturing | - | - | - | - | - | - | A | - |
| **WHOLESALE/STORAGE COMMERCIAL** | | | | | | | | |
| Storage Yards[1] | - | - | - | - | - | - | A | - |
| Vehicle & Freight Terminals | - | - | - | - | - | - | A | - |
| Parking Lots[1] | S | S | S | S | S | S | A | - |
| Warehousing | - | - | S4 | - | - | - | A | - |
| Wholesale & Distribution | - | - | - | - | - | - | A | - |
| **GENERAL PUBLIC SERVICE** | | | | | | | | |
| Airfields, Landing Strips & Heliports[1] | - | - | - | - | S5 | - | - | - |
| Collection Stations[1] | - | - | - | - | - | - | A | - |
| Cultural Facilities | A | A | A | A | A | A | A | - |
| Daycare Centers/Preschool | A3 | A | A | A | A | S | S | - |
| Government Offices | A | A | A | A | S | S | A | - |
| Hospitals[1] | - | - | - | - | A | - | - | - |
| Local Public Assembly Facilities | A6 | A6 | A6 | S | S | S | S | - |
| Local Public Health & Safety Facilities[1] | A | A | A | A | A | A | A | A |
| Membership Organizations | A | A | A | A | A | A | A | - |
| Post Office | A3 | A | A | - | - | - | A | - |
| Public Utility Centers[1] | S | - | - | - | - | - | A | - |

| Table 1<br>PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Permitted Uses Key:<br>"A" – Allowed Use<br>"S" – Special Use<br>"T" – Temporary Use<br>"TRPA" – TRPA Review Required<br>"-" – Use Not Permitted | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| Regional Public Health & Safety Facilities | - | - | - | - | - | - | S | - |
| School – College[1] | - | - | - | S | S | - | - | - |
| Schools – Kindergarten through Secondary[1] | - | - | - | S | S | - | - | - |
| Social Service Organizations | - | A | A | A | A | S | A | - |
| Threshold Related Research Facilities | A3 | A | A | A | A | - | A | - |
| **LINEAR PUBLIC FACILITIES** | | | | | | | | |
| Pipelines & Power Transmission | S | S | S | S | S | S | A | S |
| Transit Stations & Terminals | S | S | S | S | S | S | A | - |
| Transmission & Receiving Facilities | S | S | S | S | S | S | A | S |
| Transportation Routes | A | A | A | A | A | A | A | A |
| **RECREATION** | | | | | | | | |
| Day Use Areas | A | A | A | A | S | A | A | A |
| Outdoor Recreation Concessions | A | S | A | - | - | S | - | - |
| Participant Sport Facilities | S | - | - | - | - | S | S | - |
| Recreation Centers | - | - | - | - | S | - | A | - |
| Riding & Hiking Trails | A | A | A | A | A | A | A | A |
| Visitor Information Centers | S | S | S | - | - | S | - | - |
| **RESOURCE MANAGEMENT** | | | | | | | | |
| Forest & Timber Resource Management | A | A | A | A | A | A | A | A |
| Tree Farms | A | A | A | A | A | A | A | A |
| Vegetation Resource Management | A | A | A | A | A | A | A | A |
| Water Quality Improvements and Watershed Management | A | A | A | A | A | A | A | A |
| Wildlife & Fisheries Resource Management | A | A | A | A | A | A | A | A |
| Range Management | A | A | A | A | A | A | A | A |
| **OPEN SPACE** | | | | | | | | |
| Allowed in all areas of the Region | A | A | A | A | A | A | A | A |

Note: All major design review projects that are visible from TRPA's designated Scenic Highway Corridor (US Highway 50, State Route 89) will require a Planning Commission public hearing.

1. 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 Source Water Protection Zone (see Figure 9).
2. Condominiums only. Refer to multiple family dwelling density standards.
3. As part of a mixed-use project only.
4. Limited to existing warehouse uses within the Town Center Gateway District (TC-G).
5. New non-emergency sites prohibited.
6. Facilities with the capacity for 200 or more persons require a special use permit.

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| **RESIDENTIAL** | |
| 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. |
| Multiple Family Dwelling | More than one primary 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 & 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. |
| 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 selfcare, 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 (includes condominiums) | One residential unit located on a parcel (excluding accessory dwelling units). 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 & 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-Family Dwellings"). |
| Hotel, Motel, 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. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| 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. |
| **RETAIL COMMERCIAL** | |
| Auto, Mobile Home, and Vehicle Dealers | Retail trade establishments selling new and/or 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 Merchandise"). 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 Material & 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 & Drinking Places | 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. |
| General Retail & Personal Services | 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. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| 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, 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 COMMERCIAL** | |
| 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; indoor sauna, or hot tub facilities; motion picture theaters; live performance theatres; reducing salons; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities. |
| Outdoor Amusements | Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto racetracks; and miniature golf courses. Outside storage or display is included as part of the use. |
| **SERVICE COMMERCIAL** | |
| Animal Services | Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, animal kennels. The use does not include publicly operated animal control and wildlife care (see "Local Public Health and Safety Facilities"). |
| Auto Repair & Service | Service establishment 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"). |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| 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. |
| 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 & Dry-Cleaning Plant | 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 "General Retail and 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; financial services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; broadcasting studios; employment services; off premise concessions (OPC); reporting services; computer services; management, public relations, and consulting services; organizational offices; 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 establishment 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"). |
| Sales Lot | Outdoor sales area for permanent display of motor vehicles, recreational vehicles, mobile homes, construction equipment, farm machinery, or other heavy equipment; outdoor equipment rental yards (not including recreational equipment rental); and large-scale, permanent outdoor sales activities such as livestock auctions and sales. Outside storage or display is included as part of the use. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Schools – Business & Vocational | Business and vocational schools offering specialized trade and commercial courses. |
| 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 principle 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 COMMERCIAL** | |
| Food & Kindred Products | Manufacturing establishments producing or processing foods and beverages for human consumption and certain related products for distribution within the region, such as meat and poultry processing, dairy products processing, beverages and liquors processing, and miscellaneous food preparation from raw products. Outside storage or display is included as part of the use. |
| Fuel & Ice Dealers | Retail trade establishments primarily engaged in the sale to consumers of ice, bottled water, fuel oil, butane, propane, and liquefied petroleum gas (LPG), bottled or in bulk, as a principal use. Outside storage or display is included as part of the use. |
| Industrial Services | Service establishments providing other businesses with services, including maintenance, repair, service, testing, publishing, and rental. This includes establishments such as: welding repair, armature rewinding, and heavy equipment repair, vehicle repair; research and development laboratories, including testing facilities; soils and materials testing laboratories; equipment rental businesses that are entirely within buildings (for equipment rental yards, see "Sales Lots"), including leasing tools, machinery, and other business items; and other business services of a "heavy service" nature. Outside storage or display is included as part of the use. |
| Recycling & Scrap | Establishments engaged in assembling, breaking up, sorting, temporary storage, and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap. Outside storage or display is included as part of the use. The use does not include terminal waste disposal sites, which are prohibited and temporary storage of toxic or radioactive waste materials. |
| Small Scale Manufacturing | Establishments primary engaging in retail sales and secondarily as a fine art or craftsman demonstration workshop of light industrial nature such as sculptor, potter, weaver, carver, jeweler, or other similar art that requires artistic skill. Outside storage or display would require approval of a Special use Permit. |
| Light 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 |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | part of the use. |
| **WHOLESALE/STORAGE COMMERCIAL** | |
| Storage Yard | Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles, construction equipment, materials or supplies, firewood lots, or industrial supplies. Outside storage or display is included as part of the use. |
| Vehicle & 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. |
| Parking Lots | Service establishments primarily engaged in 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. |
| 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"). |
| Wholesale & Distribution | Establishments engaged in the storage of merchandise for sale to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. The use includes such establishments as: merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; and assemblers. Outside storage or display is included as part of the use. |
| **GENERAL PUBLIC SERVICE** | |
| Airfields, Landing Strips & Heliports | Transportation facilities that are used for the landing or take-off of aircraft, including helicopters, such as airports, heliports, helipads, and seaplane bases. The use also includes any appurtenant areas used for airport buildings and accessory facilities, including terminals, aircraft sales and rentals, and fueling facilities. Outside storage or display is included as part of the use. |
| Collection Stations | Establishments engaged in the temporary accumulation and storage of recyclable or discarded materials, including toxic and hazardous wastes, which are subsequently transported to recycling centers or solid waste disposal sites for further processing on a regular and consistent schedule. Outside storage or display is included as part of the use. The use does not include automobile wrecking yards or any recycling processing facilities, which are listed under Recycling and Scrap or regional solid waste transfer stations, which are listed under Recycling and Scrap or Regional Public Health and Safety Facilities. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| 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. |
| Daycare Centers/Preschool | Establishments used for the care of seven or more children residing elsewhere. |
| Government Offices | Buildings containing office for public agencies, including administrative offices, and meeting rooms that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards. |
| Hospitals | A public health and safety facility primarily engaged in providing diagnostic services and extensive medical treatment, including surgical and other hospital services. Such establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. |
| Local Public Assembly Facilities | Facilities for local community assembly, such as community centers, meeting halls, and multi-purpose centers. |
| Local Public Health & 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. |
| 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"); and lodging (see "Multi-person Dwelling"). The use does not include other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (such as a recreational camp); these shall be classified according to their respective activities. |
| Post Office | Establishments providing mail service and delivery, such as postal substations and neighborhood delivery 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"). |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Regional Public Health & Safety Facilities | Regional facilities operated by public or quasi-public entities for protection of the public, such as: 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. |
| 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. |
| 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, 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. |
| 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 and Facilities); or non- threshold-related research (which may be conducted under the Professional Office use). |
| **LINEAR PUBLIC FACILITIES** | |
| Pipelines & 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 & 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, |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | railway, and ferries. Outside storage or display is included as part of the use. |
| Transmission & 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** | |
| 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, and playgrounds. |
| 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, guide service establishments, or rental service whose base facilities are located on or near a recreation area, such as horse packing outfitters, snowmobiling outfitters, or bike rental facilities. This use includes offsite rental of sporting equipment whose base facilities is a commercial use. Outside storage or display is included as part of the use. |
| Participant Sport 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. |
| Riding & Hiking Trails | Planned paths for pedestrian, bike, and equestrian traffic, including trail heads. |
| Visitor Information Centers | Nonprofit establishments providing visitor information and orientation. |
| **RESOURCE MANAGEMENT** | |
| Forest & Timber Resource Management | Activities associated with the protection, restoration, and management of timber such as reforestation, regeneration harvest, sanitation salvage cut, selection cut, special cut, thinning and timber stand improvement. |
| 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. |
| Vegetation Resource Management | Activities associated with the protection, restoration, and management of vegetation including fire detection and suppression, fuels treatment and management, insect and disease suppression, prescribed fire and burn |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | management. |
| Water Quality Improvements & Watershed Management | Activities associated with the protection, restoration, and management of watersheds including erosion control, runoff control and stream environment zone restoration. |
| Wildlife & Fisheries Resource Management | Activities associated with the protection, restoration, and management of wildlife and fisheries resources. |
| Range Management | Activities associated with range management including range pasture management, range improvement, and grazing. |
| **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 area. |

## Community Noise Equivalent Level

The maximum community noise equivalent level (CNEL) for this Area Plan are as follows:

| | TABLE 3<br>COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **DISTRICT** | **TC-C** | **TC-MUC** | **TSC-G** | CMX-S | **TC-NP** | **TC-HC** | **EB-CC** | **OS** | **US 50** | **SR 89** |
| CNEL | 60 | 60 | 60 | 65 | 55 | | | 55 | 65[1] | 65[1] |
| [1]These standards shall override district CNEL levels for areas within 300 feet of US Hwy 50 or SR 89. | | | | | | | | | | |

## Development Standards

The development standards for the Tahoe Valley Area Plan are intended to provide physical development requirements to implement the Plan's vision, goals, and policies; implement the goals and policies of the adopted General Plan and the TRPA Regional Plan; and enable the Tahoe Valley Area Plan to be found as a conforming Area Plan by the TRPA Governing Board. The standards were developed based on a review of the TRPA Regional Plan policies, the TRPA Area Plans Framework, the City General Plan, the Draft Tahoe Valley Community Plan, and the South Lake Tahoe City Code and Design Guidelines.

Form-based coding techniques are used for development standards. The standards of each district lists density, lot coverage limits, building location standards, height requirements, parking and access provisions, and minimum open space and landscaping and other site requirements. Furthermore, substitute design standards address building orientation and design, pedestrian access, and bicycle parking.

Tables 4 through 9 prescribe the development standards for the Area Plan. Individual letters in parentheses refer to additional regulations that directly follow the table. The numbers in each illustration below refer to corresponding regulations in the "#" column in the associated table.

**DENSITY AND COVERAGE**

Below are the minimum and maximum densities for residential and tourist accommodation uses.

| | TABLE 4<br>DEVELOPMENT STANDARDS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | **DISTRICT** | **TC-C** | **TC-MUC** | **TC-G** | **TC-NP** | **TC-HC** | **EB-CC** | **CMX-S** | **OS** |
| Density | Mobile Home Dwelling (units/acre) | - | - | 1 to 8 | 1 to 8 | - | 1 to 8 | 1 to 8 | - |
| | Multiple Family Dwelling (units/acre) | 12 to 65(A-E) | 12 to 65(A-E) | 12 to 65(A-E) | 12 to 65(A-E) | 12 to 65(A-E) | 12 to 25(A-E) | 12 to 25(A-E) | - |
| | Multi-Person Dwelling (persons/acre) | 2-65 | 2-65 | 2-65 | 2-65 | 2-65 | 2-25 | 2-25 | - |
| | Nursing and Personal Care (persons/acre) | 2-65 | 2-65 | 2-65 | 2-65 | 2-65 | 2-25 | - | - |
| | Residential Care (persons/acre) | 2-65 | 2-65 | 2-65 | 2-65 | 2-65 | 2-25 | - | - |
| | Single Family Dwelling | See multiple family dwelling density for condominiums | | | 1 unit per parcel, (A, C) | 1 unit per parcel (A, C) | 1 unit per parcel (A, C) | 1 unit as part of a mixed use (A, C) | - |
| | Bed and Breakfast Facilities (units/acre) | - | - | 2-10 | 2-10 | - | 2-10 | - | - |
| | Hotel, Motel, Other Transient Dwelling Units (units/ acre) | 2-40 | 2-40 | 2-40 | 2-40 | 2-40 | 2-40 | - | - |
| | Time Sharing (units/acre) | 2-40 | 2-40 | 2-40 | - | - | - | - | - |
| Land Coverage | Maximum Land Coverage: Base + Transferred (% of project area located within land capability districts 4-7) | See TRPA Code Chapter 30. | | | | See TRPA Code Chapter 30. (F) | See TRPA Code Chapter 30. | | |
| | Alternative Comprehensive Land Coverage Management | Alternative Comprehensive Land Coverage Management System: In coordination with the City and TRPA, alternative comprehensive coverage management systems may be developed as alternatives to the parcel-level coverage requirements outlined in subsections 30.4.1 and 30.4.2 of the TRPA Code of Ordinances, | | | | | | | |

| | TABLE 4<br>DEVELOPMENT STANDARDS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | DISTRICT | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| | System | provided that the alternative system complies with the provisions of subsection 13.5.3.B.1: Alternative Comprehensive Coverage Management Systems of the TRPA Code of Ordinances and is adopted as part of this Area Plan. | | | | | | | |

A. **Accessory Dwelling Units:** Parcels zoned for multi-family or single-family dwellings may contain accessory dwelling units pursuant to City Code 6.85.050.

1. In accordance with TRPA Code of Ordinances Section 31.4.7, accessory dwelling units shall not be considered in the calculation of density.

B. **Exceptions to Minimum Density**

1. Mixed use developments may be exempt from the minimum density standards when the following are met.

   a. ***Vertical Mixed-Use.*** The first floor shall be dedicated to non-residential uses.

   b. ***Horizontal Mixed-Use.*** At least 25 percent of the gross floor area shall be dedicated to non-residential uses.

2. Where there is an existing multifamily development that does not meet the minimum density, the minimum density standard shall not apply. Units may be added and are not required to bring the parcel in compliance with the minimum density.

C. **No Net Loss of Residential Units.** 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 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.

D. **Density for Deed Restricted Developments**

1. **In Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 13.5.3.I.

2. **Outside of Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 31.4.1.

E. **Condominium Conversions.** Multiple Family Dwellings converted to condominiums after the date of this area plan amendment shall not be used as vacation rentals.

F. **Existing Hospital Uses.** Uses defined as a hospital that legally exists on the effective date of this area plan (El Dorado County APNs 023-081-03 and 023-081-09), coverage shall be transferred pursuant to following transfer provisions:

1. Coverage transferred up to 70 percent shall be transferred pursuant to section 30.4.3 of the TRPA Code.
2. Coverage greater than 70 percent shall be transferred at a ratio of 1:1 from sensitive lands and at a ratio of 2.5:1 from non-sensitive lands up the minimum amount needed.
3. Coverage transferred from non-sensitives lands shall be transferred from parcels that have not installed permanent BMPs.

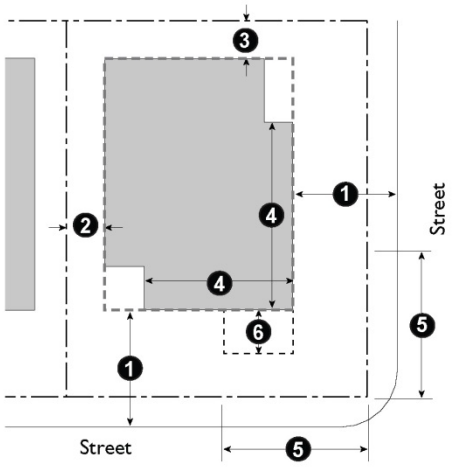
**BUILDING PLACEMENT AND ORIENTATION**

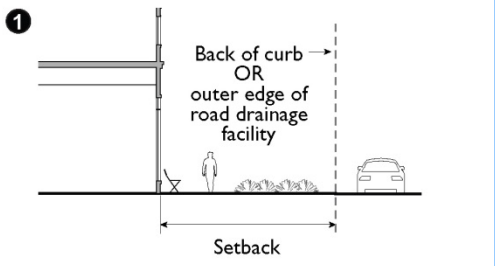
All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50.

Minimum building setbacks and street frontage improvements are established to create walkable districts and a vibrant town center character. Standards require buildings to be built at setback lines for a certain percentage of the linear street frontage in order to establish a consistent and engaging street frontage and improve the pedestrian experience.

With approval by the Director of Development Services, any of the following standard may be waived for public service uses where strict application would interfere with use of specialized equipment or operations or create an unsafe environment.

**TABLE 5 BUILDING PLACEMENT STANDARDS**



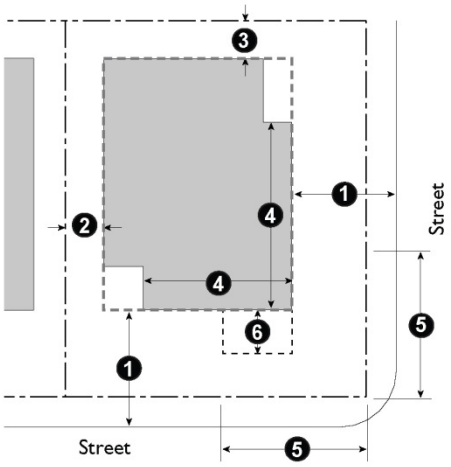



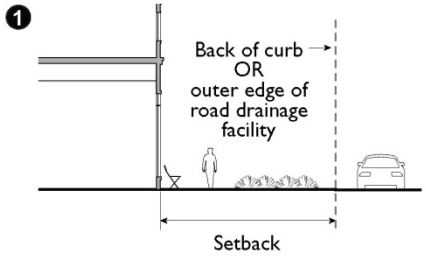

KEY
Property Line
Setback Line

*Note:* All properties are subject to snow easement requirements contained in Section 4 of the *City of South Lake Tahoe Public Improvement and Engineering Standa*

| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Minimum Setbacks (ft.) | | | | | | | | |
| Street Frontage, Hwy 50 and SR 89 and Lake Tahoe Blvd (measured from back of curb or outer edge of road or drainage improvements if no curb) | 25' must include a 10 ft. sidewalk/use area with a minimum 6 ft. wide clear sidewalk for pedestrian movement and the balance of the area improved as part of wider sidewalk, outdoor dining/seating area, or landscaping. (A) | | 25', must include a minimum 6 ft. wide sidewalk. A split rail fence is required if parking is located between street frontage and a building (A) | | - | | | 1 |

## TABLE 5 BUILDING PLACEMENT STANDARDS



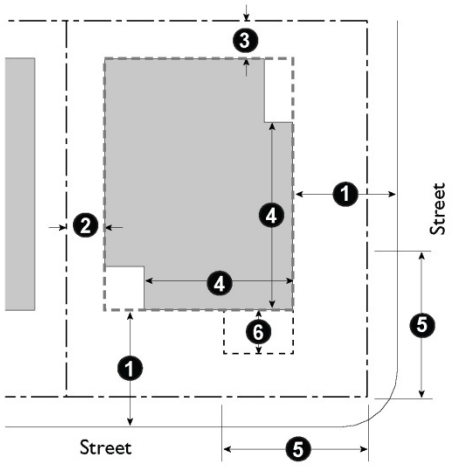



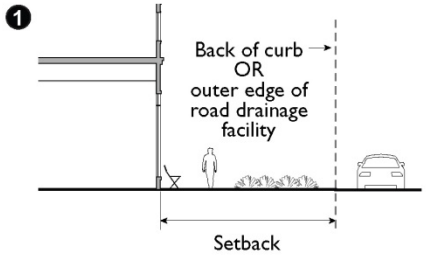

KEY
Property Line
Setback Line

*Note:* All properties are subject to snow easement requirements contained in Section 4 of the *City of South Lake Tahoe Public Improvement and Engineering Standa*

| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Street Frontage, 3rd Street (measured from back of curb or outer edge of road or drainage improvements if no curb) | - | 20', must include a sidewalk and the balance of the area is required to be improved as part of wider sidewalk, outdoor dining/seating area, or landscaping. (A) | - | - | 20', must include a sidewalk and the balance of the area is required to be improved as part of wider sidewalk, outdoor dining/seating area, or landscaping. (A) | | | 1 |
| Street Frontage, all other streets (measured from back of curb or outer edge of road or drainage improvements if no curb) | | 20'(A) | | | | | | 1 |
| Interior Side | Nonresidential Uses: 0; 10' adjacent to residential district<br>Residential Uses: 10' | | | 10' | Nonresidential Uses: 0; 10' when adjacent to | 5' | | 2 |

## TABLE 5 BUILDING PLACEMENT STANDARDS




KEY
Property Line
Setback Line

*Note:* All properties are subject to snow easement requirements contained in Section 4 of the *City of South Lake Tahoe Public Improvement and Engineering Standa*

| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| | | | | | residential district | | | |
| Rear | Nonresidential Uses: 0; 10' when adjacent to residential district<br>Residential Uses: 10' | | | 10' | Nonresidential Uses: 0; 10' when adjacent to residential district | 10' | | ❸ |
| Build-to Line: Minimum Building Frontage at Street Setback Line (% of linear street frontage) | 75'(B) | 50'(B) | - | - | 30'(B) | - | | ❹ |
| Corner Build Area (ft) | 50'(C) | 50'(C) | - | - | - | - | | ❺ |
| Maximum Projection into Setback | Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 10 ft. into the required setback. | | | | | | n/a | ❻ |
| Building Orientation and Entrances | (D) | | | | | | | |

A. **Street Frontage Improvements.** The improvement of the public right-of-way is necessary for the safety and convenience of residents and visitors, improving the quality of the community and unifying the appearance of the community with the establishment of a consistent set of improvement standards.

1. ***Street Trees.*** A minimum of two trees and four shrubs shall be planted for every 50 linear feet of street frontage.

2. ***Lighting.*** Pedestrian scaled lighting on sidewalks and pathways consistent with City pedestrian lighting standards. Lighting standards that include attachments from which banners identifying the area or announcing community events may be hung are encouraged.

3. ***Sidewalks.*** Unless noted in Table 5, sidewalk widths shall be consistent with City Code Section 6.10.180 and the City of South Lake Tahoe Public Improvement and Engineering Standards (PIES).

    a. The requirement to construct a sidewalk may be waived by the Director of Public Works if it is found that construction of sidewalks could impede drainage or that the location has been identified for City initiated street improvements.

4. ***Alternatives through Director Review.*** Alternatives to the minimum setback requirement for the four parcels located at the South "Y" intersection may be approved if the Development Services Director finds that:

    a. The increased setback is needed to maintain a sun angle plane to reduce icing on US 50, SR 89 and public sidewalks, or

    b. The increased setback is needed to maintain visual open space, visual access, or preserve or increase views of the mountain ridgelines.

    Request to deviate from this standard through the Alternative Director Review process will require a noticing of affected property owners and a public hearing before the Zoning Administrator.

5. ***Scenic Highway Corridors.*** See City Code Section 6.10.190.

B. **Build-to Line.** Buildings shall be constructed at the required setback for the percent of linear street frontage identified in Table 5. This requirement may be modified or waived by the Director of Development Services upon finding that:

1. The area between the built-to line and the building are entry courtyards, plazas, entries, and outdoor eating areas or other public spaces; or

2. The building incorporates an alternative entrance design that creates a welcoming pedestrian entry feature facing the street; or

3. Topographic features, lot configuration, or other conditions make it impractical to require compliance with the build-to lines.

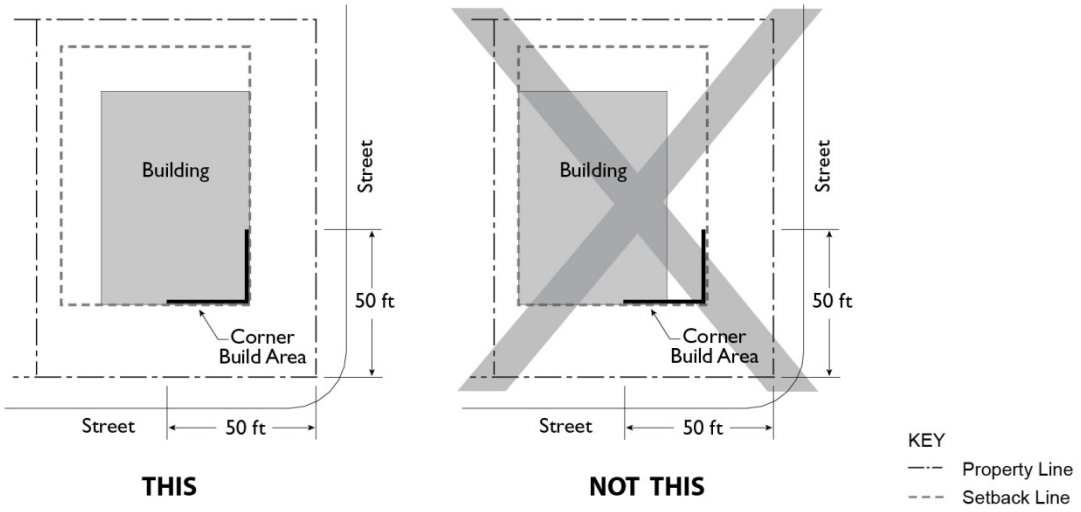
C. **Corner Build Area.** Buildings must be located at the point of intersection of the two setback lines at street corners and must occupy the street frontage at the setback line for at least 50 feet from the street corner property line. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza. Where a parcel is bounded by more than two streets, this requirement only applies to the primary street frontage and one side street frontage. This requirement may be modified or waived by the Director of Development Services upon finding that:

1. Where buildings placed on a corner would negatively impact a designated scenic view, visual open spaces, visual access, or views of mountain ridgelines; or

2. Where building placed on a corner would negatively affect the sun angle plane to reduce icing on US 50, SR 89, and public sidewalks; or

3. Where buildings placed on a corner would encroach in a stream environment zone or require destruction or removal of significant natural features.

**FIGURE C-1**
**CORNER BUILD AREA**




D. **Building Orientation and Entrances**

1. Primary building entrances for all buildings shall be located facing a public street.

   a. Where a commercial use is adjacent to a bike route, lane, or path a business or business complex shall integrate access from the route to the primary entrance.

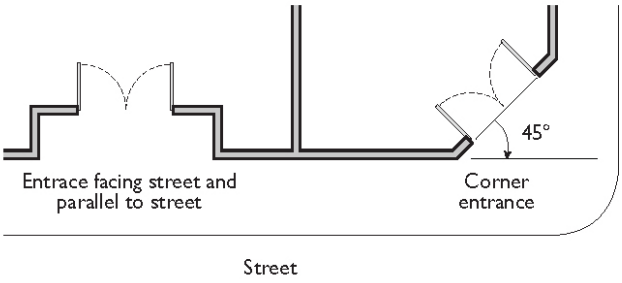
2. Building entrances shall be emphasized with special architectural and landscape treatments, shall provide covered overhead protection in the form of recessed arcades or protruding canopies, and shall ensure protection from unloading roof snow.

3. Entrances to commercial, tourist accommodation, and mixed-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. Different treatments may include angled or rounded corners, arches, and other architectural elements.

4. All building and dwelling units located in the interior of a site shall have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.

5. Entrances to residential units as part of mixed-use projects shall be physically separated from the entrance to the non-residential use and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

**FIGURE C-2**
**BUILDING ORIENTATION AND ENTRANCES**

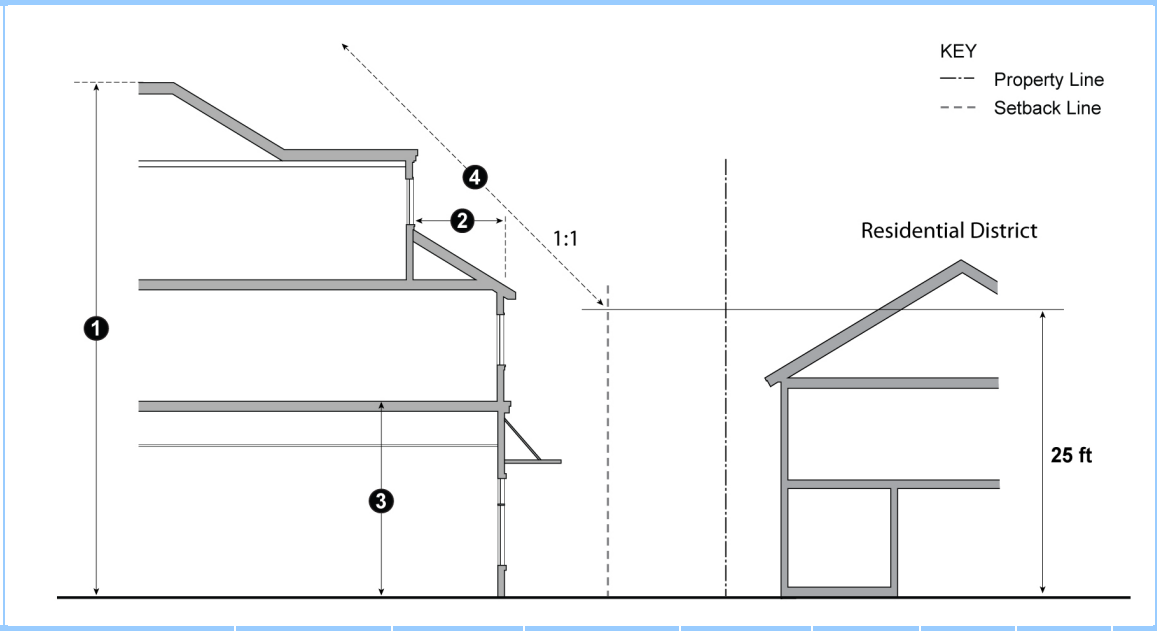


**HEIGHT**

All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50.

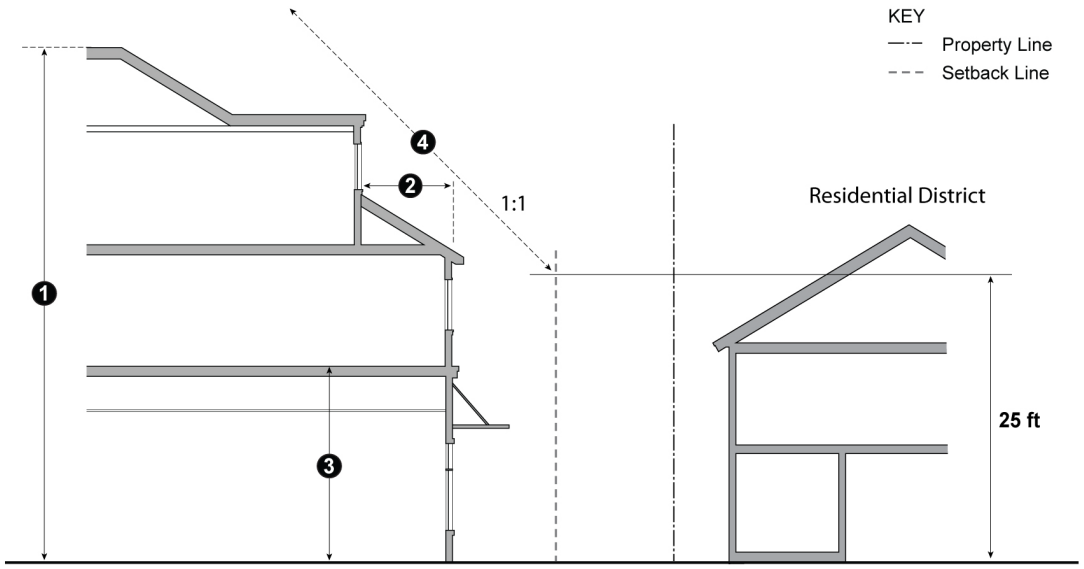
Maximum height limits proposed in the Regional Plan Update have been refined to reflect the nature of development in each sub district. Buildings are required to step back within a daylight plane along street frontages and adjacent to residential areas to address massing, protect viewsheds, and allow light and air, and limit winter shading in public areas and adjacent residential areas. Minimum heights are proposed for ground floors in order to establish a consistent building frontage along the street and to accommodate a wide range of uses. Roofs are required to be sloped to support alpine character in design. Limited areas of flat roofs are allowed as long as they are not visible from the public right-of-way.

**TABLE 7**
**HEIGHT AND ROOF STANDARDS**




| DISTRICT | TC-C | TC-MUC | TC-G | CMX-S | EB-CC | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Building Height Maximum (feet) and Viewshed Protection | 45’ (A, B) | 42’, 36’ for properties with Hwy 50 frontage east of Tahoe Keys Blvd. (A, B) | 36’ (A, B) | See TRPA Code Section 37.4 (A, B) | See TRPA Code Section 37.4 (A, B) | 36’ (A, B) | 42’(A, B) | ❶ |
| Building Stepbacks: Upper Story along Street Frontage (ft.), applicable above the second story | 10’ from second story building face | | | - | 10’ from second story building face | - | | ❷ |
| Ground Floor Minimum | 15’ | 15’ | 15’ | - | | | | ❸ |

**TABLE 7**
**HEIGHT AND ROOF STANDARDS**




| | | | | | | |
|---|---|---|---|---|---|---|
| Height, Non-Residential Uses (ft) | | | | | | |
| Roof Slope and Design | 3:12 to 12:12 (C) | | | | | |
| Transition Height Adjacent to Residential District | Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district. Buildings that are permitted additional height shall have additional buffering in addition to the required setback. Provisions may include, but are not limited to increased side yard or rear yard setbacks, building orientation, landscaping buffering with oversized trees. | | | | | 4 |
| Chimneys and Other Rooftop Appurtenances | Chimneys, flues, vents, antennas, and similar appurtenances may extend ten percent beyond the otherwise permissible maximum height of a building, or a height of six feet, whichever is less. | | | | | |

A. **Additional Height for Specific Projects**

1. **Public Service Facilities.** Building heights as specified above may be increased to the minimum necessary to accommodate facilities serving regional transportation and/or safety needs. Findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances shall be made.

2. **100% Deed Restricted Housing in Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 13.5.3.I.

3. **100% Deed Restricted Housing outside of Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 37.5.5.

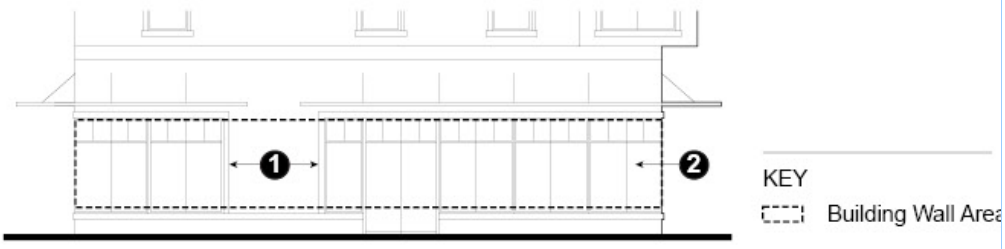
B. **Viewshed Protection.** To ensure compatibility with adjacent uses and viewshed protection, buildings must not project above the forest canopy, ridge lines, or otherwise detract from the viewshed and the review authority must make findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances in approving any project consisting of 42 feet or greater.

C. **Roof Slope and Design.** Buildings shall have a definitive "top" that steps, slopes, or otherwise breaks the rectangular form of the building. Dormer windows are encouraged within the sloping roof area. A portion of the roof area may be less than 3:12 so long as it is not visible from the public right-of-way or a TRPA scenic resource. Covered parking and parking structures are exceptions and may be permitted to have flat roofs, but must be concealed through architectural design or landscaping. Rooftop equipment shall be concealed from view and/or integrated within the building architecture.

**BUILDING FORM**

All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50. Building form standards limit blank walls, require a minimum amount of building transparency (i.e. windows and doors providing views into work areas, display areas, sales areas, or similar active spaces) along street frontages, and require the modulation of building facades to create visual interest and engage pedestrians.

**TABLE 8**
**BUILDING FORM STANDARDS**




| DISTRICT | TC-C | TC-MUC | TC-G | CMX-S | EB-CC | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Maximum Length of Blank Wall (feet) | 25(A) | 25(A) | 25(A) | - | 25(A) | - | | ❶ |
| Required Transparency (% of building wall area) (commercial only) | 75(A) | 75(A) | 60(A) | - | 60(A) | - | | ❷ |
| Building Design and Articulation | (B) | | | - | (B) | | | |
| Dumpster and Trash Enclosures | In addition to requirements in SLCC Section 6.10.110.A.5, the materials and colors used for the enclosure shall be consistent with those of the primary structure. | | | | | | | |

A. **Building Transparency and Blank Wall Limits; Required Openings for Non-Residential Uses.** Exterior walls facing and within 20 feet of a front or street side property line or pedestrian walkway shall include windows, doors, or other openings for at least the percentage stated in Table 8 of the building wall area located between 2.5 and seven feet above the level of the sidewalk or adjacent ground grade. No wall may run in a continuous horizontal plane for more than 25 feet without an opening or transparency on the ground floor of a building.

1. ***Design of Required Openings.*** Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.

2. ***Exceptions for Parking Garages.*** Multi-level garages are not required to meet the building transparency requirement of this subsection. Instead, they are subject to

the building setback standards in Table 5, Building Placement Standards and the following standard:

a. *Parking Garage Rooftop Planting.* Uncovered parking on the top level of a parking structure shall have rooftop planters with a minimum dimension of 24 inches along perimeter walls of the top floor that face public streets or other public areas.

3. ***Alternatives through Director Review.*** Alternatives to the building transparency requirement may be approved if the Development Services Director finds that:

a. The proposed use has unique operational characteristics with which providing the required openings is incompatible, such as in the case of a cinema or theater; and

b. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping in such a way as to create visual interest at the pedestrian level.

Requests may be made to deviate from this standard through the Alternative Director Review process. .

B. **Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance and materials and colors that shall reinforce the region's natural features and mountain identity.

1. ***Articulation for all Buildings.*** There shall be clear distinction between the base, middle, and top of the building as illustrated in Appendix B, South Lake Tahoe Design Guidelines (2016), Section 3.

a. The top of the building shall be accentuated by use of roof forms, gables, projections, bracket, and overhangs.

b. Building façades shall be articulated and include active facades, with building projections or recesses, doorways and windows, textured materials, differentiated piers and columns, awnings, and other details that provide architectural articulation and design interest while providing views into and out of the building.

c. Cornices, upper floor balconies, roof terraces, and other architectural elements should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.

d. All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.

e. Each side of the building that is visible from a public right-of-way shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian's range of touch and

view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.

2. ***Buildings Wider Than 50 Feet*** shall be broken down vertically and horizontally, so that any plane visible from the public right of way does not run continuously for more than 50 feet without incorporating at least 2 of the following design elements through separate features:

   a. A minimum 18-inch change in horizontal plane for at least 15 feet.

   b. Use of pilasters or columns at a minimum of 12-foot increments and/or at each change in height or wall plane. Pilasters shall protrude a minimum of 4 inches. Columns shall be accentuated with stone or wood.

   c. A minimum 3-foot or 10% change in height for at least 15 horizontal feet.

   d. Ground floor courtyards or entryways that are recessed at least 8 feet into the building footprint.

   e. Change in roof pitch or addition of dormers.

   f. Decks or balconies.

3. ***Building Materials and Colors.*** Colors shall be used to help delineate windows and other architectural features to increase architectural interest while maintaining compatibility with the surrounding natural environment.

   a. A variety of natural and natural-appearing materials (e.g., wood siding, rock wainscoting, rough sawn timber, log timbers, natural stained lumber) shall provide contrast on building facades.

   b. Stucco and plaster shall be limited to 40% of each building facade. Stucco areas shall blend with the natural materials to provide interest and variety. Rough textured materials are preferred.

   c. Natural earth tone colors (e.g., browns, greens, dark tans) should be chosen to blend in with the setting and to minimize reflectivity. Bright colors may be used for accent only and shall not exceed 10 percent of the total building façade. All structures' colors shall be consistent with the Munsell Color palette set forth in the TRPA Approved Earth Tone Colors.

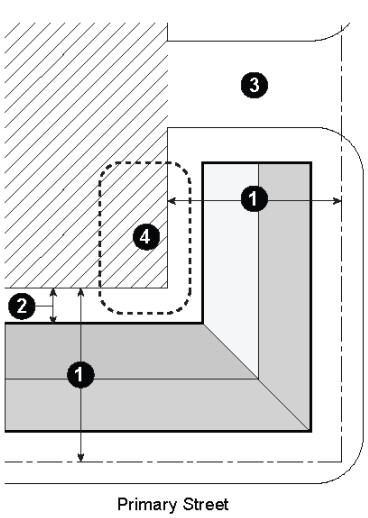
## PARKING, LOADING, LANDSCAPING, AND OPEN SPACE

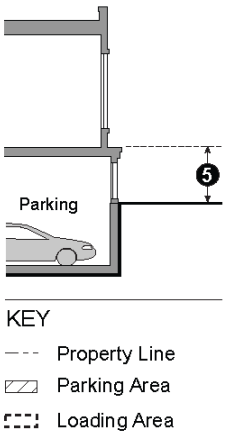
All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50.

The proposed parking and loading location standards are intended to enhance walkability and reduce the visual dominance of surface parking lots in the area by setting them back from the street. To support a "park once" atmosphere where visitors park once and patronize multiple businesses, new parking facilities are to be designed to accommodate cross-access to/from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development.

Outdoor parking areas shall be designed to decrease visual impacts associated with large expanses of pavement and vehicles. They can be divided into smaller parking areas and/or include landscaping within and around them. Consider using perimeter landscaping and landscaped islands as bio-swales with a lower grade than the paved surface to reduce irrigation requirements and meet stormwater retention requirements.

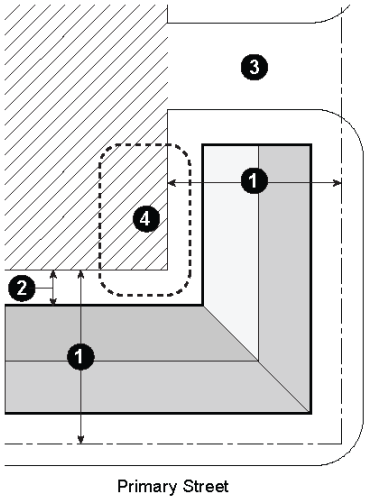
**TABLE 9**
**PARKING, LOADING, LANDSCAPING, AND OPEN SPACE STANDARDS**

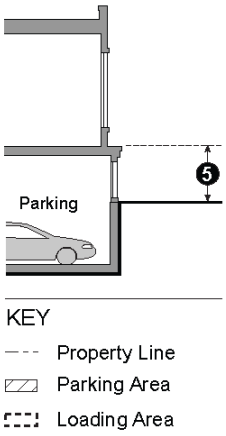



| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Location of Parking: Minimum Setback from Streets (measured from back of curb or outer edge of road or drainage improvements if no curb) | 25(A), Parking shall be located underground, behind a building, or on the interior side or rear of the site. | | | | 20(A) | 20 (A) | | ❶ |
| Setback from Buildings and Public Plazas (ft.) | Above ground parking shall be setback from buildings and public plazas with a walkway and/or landscaping. | | | | - | - | | ❷ |
| Access Location | From adjacent parking areas, side street or alley wherever possible | | | | | | | ❸ |
| Shared Access | See additional regulations (B) | | | | | | | ❸ |
| Curb Cuts | Minimized and in areas least likely to affect pedestrian circulation. | | | | | | | |

**TABLE 9**
**PARKING, LOADING, LANDSCAPING, AND OPEN SPACE STANDARDS**




| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Loading/Service Areas/Porte Cochere | Side or rear of lot; must be screened from public ROW | | | | | | | ❹ |
| Underground Parking Visibility | Maximum height of underground parking area visible from the street (parking podium) is 3 feet from finished grade. | | | | | | | ❺ |
| Automobile Parking, Driveway, and Loading Standards | (C) | | | | | | | |
| Minimum Residential Open Space (sq. ft. per unit) | 100(D) | 100(D) | 100(D) | 150(D) | - | 150(D) | | |
| Minimum Public Open Space, sites two acres or more in size | (D) | - | - | - | - | - | | |
| Pedestrian Orientation and Access | (E) | | | | | | | |
| Landscaping (% of site) and Exterior Lighting | 10 (F) | 10(F) | 10(F) | 10(F) | 5(F) | 10(F) | | |
| Snow Storage | (G) | | | | | | | |
| Bicycle Parking | (H) | | | | | | | |

A. **Limitations on Location of Parking.** Parking may be located within the required setback, subject to the following requirements.

1. ***Completely Underground Parking.*** Underground parking may be located no closer than 5 feet to the front property line.

2. ***Adjacent to Residential Districts.*** When adjacent to a residential district the side and rear parking area setbacks shall be 50% of the required structure setback. City-approved parking barriers/bollards, vegetation, and a fence shall be installed in the setback.

3. ***Surface Parking.*** Surface parking may be located within the required setback with Development Services Director approval provided:

a. A minimum, of 30% of the frontage is maintained for pedestrian only access through a courtyard, plaza, vegetated area, etc.; and

b. The parking area is screened along the public right-of-way with public art, hedge, trellis, and/or landscaping; and

c. Topographic features, lot configuration or other conditions make it impractical to require compliance with the setback requirements.

B. **Shared Access.** To encourage shared parking and shared access points on public streets, new parking facilities shall be designed to accommodate cross-access to/from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development. When cross-access for vehicles is deemed impractical by the Development Services Director, the requirement for cross-access may be waived if bicycle and pedestrian connections are provided between adjacent development.

C. **Automobile Parking, Driveway, and Loading Standards.** See City Code Chapter 6.10, Article VII.

1. ***Commercial Parking Ratios***. The number of parking spaces as stated in City Code 6.10.410 shall serve as the required number of spaces. Modifications may be made as follows. Area Plan or City Code parking requirements may be superseded where California State Law prohibits or limits parking requirements for qualifying projects.

a. When the project site is within a half mile of a transit stop, a 25% reduction in parking spaces may be applied.

b. The required number of parking spaces may be further reduced should the project incorporate alternative transportation measures, including but not limited to those listed below, or provide a parking demand analysis that supports the number of proposed spaces. The extent of the reduction shall be at the discretion of the decision-making authority.

i. Installing or upgrading pedestrian, bicycle, transit, or other alternative infrastructure and/or facilities beyond improvements required by the area plan or City Code. Cost estimates and proposed infrastructure design and construction shall be approved by the Public Works Director.

ii. Creating shared parking areas between different parcels and land uses. Reduction of ingress/egress points and addition of connecting pedestrian infrastructure may be required. This shall be recoded through a deed restriction.

iii. Preparing a parking management plan and recording a deed restriction on the property ensuring on-going compliance with the approved plan to minimize parking impacts on adjacent property.

iv. Payment into a parking management district, established by the City or other entity responsible for parking facilities and management in the area.

c. The required number of parking spaces may be increased by 25% when the following findings are made.

i. Due to the nature or business patterns of the use, additional parking is required to meet vehicle demand.

ii. Applicant shall demonstrate the need for requested parking.

d. The required number of parking spaces may be increased beyond 25% through the issuance of a use permit per SLTCC 6.55.620, and when all the following are met.

i. A parking demand analysis justifies the proposed number of spaces.

ii. It is demonstrated that safety for pedestrians and other vehicles will be enhanced by the additional parking.

iii. The environmental impact of the use will be lessened by the increase in parking spaces.

iv. Any additional information as deemed necessary.

2. ***Multi-Family Parking Ratios.*** One parking space shall be permitted per residential unit. The number of required parking spaces may be reduced up to 20 percent if a deed restriction is placed on the property making the property owner responsible for parking management.

a. Parking for 100% deed-restricted affordable, moderate, or achievable housing shall adhere to TRPA Code of Ordinances Section 34.4.1.

D. **Open Space.** Site design shall consider pedestrian safety during snow conditions. Sidewalks, plazas, and other pedestrian areas should be designed for maximum solar exposure, with snow melt systems, or for efficient snow removal.

1. **Residential Open Space.** To promote community building, residential open space shall be accessible to all residents and compliant with the Americans with Disabilities Act. These areas typically consist of walks, patios, swimming pools, barbeque areas, playgrounds, turf, or other such improvements as are appropriate to enhance the outdoor environment of the development.

a. ***Minimum Dimensions***. Open space shall have a minimum horizontal dimension of 20 feet.

b. ***Usability.*** A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practical combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust free surfacing. The maximum slope shall not

exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.

c. ***Accessibility***. The space shall be accessible from all the living units on the lot and be ADA compliant.

d. ***Limitations to Open Space*****.** Open space may be limited to 10% of the parcel's maximum allowable coverage should the Director of Development Services deem that construction of open space to the extent required in Table 9 would result in a reduction of dwelling units.

2. **Public Open Space.** Developments with 50,000 square feet or more of nonresidential floor area on sites two acres or more in size shall provide public open space according to the following standards:

a. ***Minimum Area.*** Forty square feet for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of floor area, plus 20 square feet for every 1,000 square feet of nonresidential floor area over 100,000 square feet.

b. ***Minimum Dimensions*****.** Minimum horizontal dimension of 40 feet.

c. ***Usability.*** A surface shall be provided that allows convenient use for outdoor living, recreation, and public gathering. Such surface may be any practical combination of high-quality plant and hardscape materials such as bricks, stone, concrete, permeable paving, or tile. Surfaces shall be sloped for positive drainage and constructed to withstand snow removal and de-icing maintenance. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.

d. ***Accessibility.*** On-site public space shall be visible from a public street and from on-site areas normally frequented by nearby retail uses.

e. ***Amenities.*** On-site public space shall include benches or other seating. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including but not limited to trees and other landscaping, shade structures, drinking fountains, water features, public art, trash receptacles, information kiosks, or performance areas.

E. **Pedestrian Orientation and Access.** On-site pedestrian circulation and access must be provided according to the following standards.

1. ***Internal Connections***. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities. Trash and recycling receptacles shall be provided and conveniently located in areas with heavy pedestrian use.

2. ***To Circulation Network***. Regular connections between on-site walkways and the public sidewalk shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.

3. ***To Neighbors***. Direct and convenient access shall be provided from commercial and mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

4. ***To Transit***. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.

5. ***On-Site Pedestrian Walkway Design***.

   a. Walkways shall have a minimum clear unobstructed width of six feet, shall be hard-surfaced, and paved with concrete, stone, tile, brick, pervious paving, or comparable material.

   b. Where a required walkway crosses driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or similar method.

   c. Where a required walkway is parallel and adjacent to an auto travel lane, it must be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barriers.

F. **Landscaping and Lighting.** Landscape Design shall be consistent with City Code Section 6.10.150 and WELO as contained in City Code Chapter 6.80. Landscaping can be used to successfully integrate the built environment into the natural environment. It can also provide pleasant outdoor spaces for people, mitigate noise, and air quality impacts, and help screen undesirable elements. Regional climatic and physiographic conditions generally impact landscape and plant materials and must be considered early in the design process. It is recommended that landscape design and planning take advantage of the different visual environments in formulating a design theme or concept as well as to conserve water. Exterior lighting shall be consistent with City Code Section 6.10.160.

G. **Snow Storage.** See SLCC Section 6.10.140.

H. **Bicycle Parking.** Bicycle parking spaces for uses not listed and for multi-business complexes shall be required at staff discretion. Modifications may be granted by the decision-making authority. In no case may fewer than one short term and one long term space be provided.

| 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 | Religious assembly, schools, 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 | 3% of maximum occupancy |
| Parking lots, garages, parking structures | Parking lots, garages, parking structures | - | 1 per 15 vehicle spaces or 3% of the total area |

1. **Short Term Bicycle Parking Standards.**

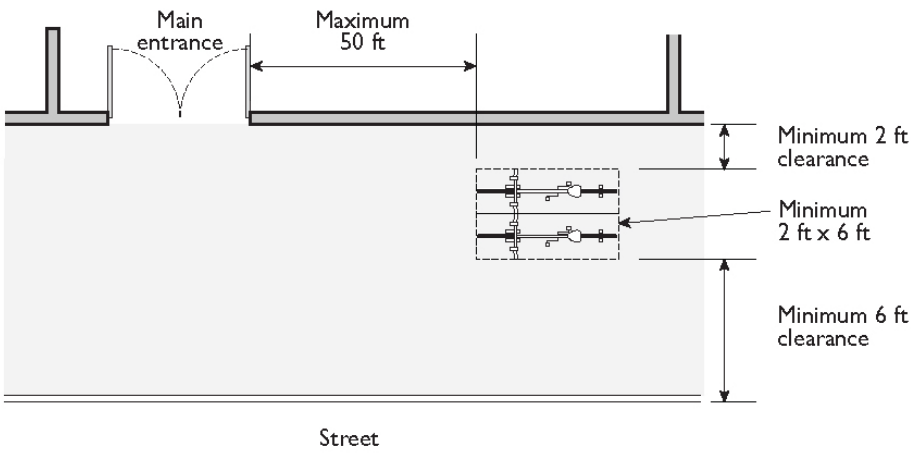
   a. ***Location****.* Short-term bicycle parking must be located within 50 feet of a main entrance to the building it serves. Bicycle parking shall be visible from the main building entrance, from outdoor seating areas, or a sign must be posted at the main building entrance indicating the location of the parking area. Bicycle parking shall be located outside of the public right of way.

      i. *Exception.* Notwithstanding the above standard, when a commercial use is adjacent to a bike route or bike path, short-term bicycle parking may be provided near the route or secondary entrance.

   b. ***Anchoring and Security.*** For each short-term bicycle 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. Preferred rack styles area inverted U shapes, post and ring, and wheel well-secured.

   c. ***Size and Accessibility.*** Each short-term 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 between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

**FIGURE C-3**
**SHORT-TERM BICYCLE PARKING**




2. ***Long-Term Bicycle Parking Standards.***

a. ***Location***. Long-term bicycle parking 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.

b. ***Covered Spaces.*** Long-term bicycle parking must be covered. Covered parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.

c. ***Security.*** All long-term bicycle parking must be located in a secure area such as the following:

i. An enclosed bicycle locker;

ii. A fenced, covered, locked or guarded bicycle storage area;

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.

d. ***Size and Accessibility.*** 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 between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

**SIGNAGE**

A. **See SLCC Chapter 6.40.**

1. Accessory uses may have signage independent from the primary use, but are subject to the maximum sign area and standards established by the City Code.

**OUTDOOR DINING AND SEATING**

Outdoor dining and seating are desirable and consistent with TVAP policies to activate streets.

A. **Location.** Outdoor seating and dining areas shall not encroach in pedestrian pathways, vehicle circulation areas, or the public right of way.

B. **Commercial Floor Area.** The first 20 seats or 300 square feet of outdoor dining, whichever is less, shall be exempt from obtaining CFA. CFA shall be required for outdoor dining areas beyond 20 seats or 300 square feet.

C. **Site Design.** New and modifications to outdoor seating and dining areas may be subject to Design Review.

1. Seating areas shall be separated from vehicle circulation and parking areas by parking barriers/bollards and vegetation.
2. No additional signage shall be associated with outdoor dining/seating areas.
3. 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.

# APPENDIX D
## CSLT Green Building Program

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 and the Sustainability Coordinator 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 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 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 in order 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.

**EDUCATION AND OUTREACH**

It is important that knowledge of green building within the community in general be increased. Knowledge of green building and its benefits can reduce utility bills, increase the quality of construction, increase indoor quality, and increase comfort of buildings. The City has identified, and for the most part implemented, the following education and outreach strategies:

- City publication of Residential and Commercial Green Building Guides – Summer 2010
- Hold a workshop on the CalGreen Code mandatory requirements – Fall 2010
- Prepare a list of green building materials and products for local building and hardware stores and encourage them to carry them in their inventories – Fall 2010
- Establish Green Building Information Center at the Services Center building to provide clearinghouse information on Green Building – Continuous Effort
- South Lake Tahoe Green Building Website with information on green building certification programs and local architects, engineers, contractors, etc. with Green Building credentials or experience – Winter 2010
- Advertising at the Services Center for Green Building education and events put on by other organizations



# Tahoe Valley Area Plan/Specific Plan

**Linking Neighborhoods ❖ Building Community ❖ Promoting Recreation**

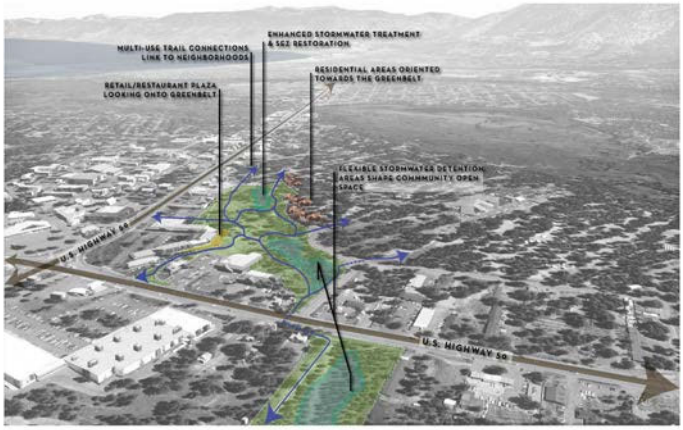
July 22, 2015 • August 28, 2024





CITY OF SOUTH LAKE TAHOE 50th 1965 2015 ANNIVERSARY CALIFORNIA

TAHOE REGIONAL PLANNING AGENCY




**FINAL**

# TAHOE VALLEY AREA PLAN/SPECIFIC PLAN

## City of South Lake Tahoe

**Adopted by the City of South Lake Tahoe City Council on June 2, 2015**

**Adopted by the Tahoe Regional Planning Agency on July 22, 2015**

**Amended by the City of South Lake Tahoe City Council on June 18, 2024**

**Amended by the Tahoe Regional Planning Agency on August 28, 2024**

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**Strategic Growth Council**

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*Disclaimer*

*The statements and conclusions of this report are those of the GRANTEE and/or Subcontractor and not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the information contained in the succeeding text."*

# Table of Contents

**Section 1 INTRODUCTION ..... 1**
1.1 Relationship to the Tahoe Valley Community Plan ..... 2
1.2 Area Plan Adoption ..... 2
1.3 Organization of the Area Plan ..... 4

**Section 2 LEGAL AUTHORITY AND REGULATORY SETTING ..... 6**
2.1 Tahoe Regional Planning Agency ..... 6
2.2 State of California ..... 8
2.3 City of South Lake Tahoe ..... 8

**Section 3 EXISTING CONDITIONS ..... 15**
3.1 Economic Conditions ..... 15
3.2 Land Use ..... 15
3.3 Transportation and Circulation ..... 21
3.4 Public/Quasi Public Facilities and Services ..... 23
3.5 Natural and Cultural Resources ..... 26

**Section 4 VISION AND GUIDING PRINCIPLES ..... 44**
4.1 Visions Statement ..... 44
4.2 Guiding Principles ..... 45

**Section 5 LAND USE AND COMMUNITY DESIGN ..... 46**
5.1 Land Use Districts ..... 46
5.2 Goals and Policies ..... 49
5.3 Development and Design Standards ..... 53

**Section 6 ECONOMIC DEVELOPMENT ..... 55**
6.1 Goals and Policies ..... 55
6.2 Implementation ..... 57

**Section 7 HOUSING ..... 58**
7.1 Goals and Policies ..... 58

**Section 8 TRANSPORTATION AND CIRCULATION ..... 61**
8.1 Goals and Policies ..... 61
8.2 Implementation ..... 66

**Section 9 PUBLIC/QUASI-PUBLIC FACILITIES AND SERVICES ..... 71**
9.1 Goals and Policies ..... 71

**Section 10 NATURAL AND CULTURAL RESOURCES ..... 73**
10.1 Goals and Policies ..... 73
10.2 Implementation ..... 77

**Section 11 RECREATION AND OPEN SPACE ..... 85**
10.1 Goals and Policies ..... 85
10.2 Implementation ..... 88

**Section 12 SAFETY AND NOISE ..... 91**
10.1 Goals and Policies..... 91

**Section 13 INCENTIVE AND MITIGATION PROGRAMS ..... 94**
13.1 Incentive Programs..... 94

**Appendix A – References**

**Appendix B –South Lake Tahoe Design Guidelines (2016)**

**Appendix C – Development and Design Standards**

**Appendix D – City of South Lake Tahoe Green Building Program**

**Figures**

Figure 1 Location Map
Figure 2 TRPA Conceptual Regional Land Use Map
Figure 3 General Plan Land Use Diagram
Figure 4 Existing Land Uses
Figure 5 Lake Tahoe Airport Overflight Safety Zones
Figure 6 Existing Transportation Facilities
Figure 7 Mapped 1987 Land Capability Districts
Figure 8 Existing Land Coverage
Figure 9 Existing Water Quality Improvements
Figure 10 Source Water Assessment Map
Figure 11 Existing Scenic Resources
Figure 12 Zoning Map
Figure 13 Transportation and Circulation Improvements
Figure 14 Proposed Scenic Resources
Figure 15 Amended Mapped Land Capability Districts
Figure 16 Proposed Water Quality Improvements
Figure 17 Conceptual Tahoe Valley Greenbelt
Figure 18 Conceptual Tahoe Valley Greenbelt Illustrations

# SECTION 1
# Introduction



The Tahoe Valley Area Plan (Area Plan) serves as the comprehensive land use and zoning plan for the Tahoe Valley area, consistent with the Lake Tahoe Regional Plan (Regional Plan) and the City of South Lake Tahoe General Plan (General Plan). The Area ~~p~~Plan is intended to realize the community's vision, assist in achieving and maintaining the Tahoe Regional Planning Agency's (TRPA) Environmental Threshold Carrying Capacities, implement the City of South Lake Tahoe ~~Sustainability~~Climate Action Plan, implement the Tahoe Metropolitan Planning Organization's (TMPO) Sustainable Communities Strategy, and implement policy direction of both the Regional Plan and General Plan.

The Tahoe Valley Area Plan defines a vision for the future of the Tahoe Valley area. The Tahoe Valley Area Plan planning area (plan area) is a ~~337~~374-acre area, centered on the US Highway 50 and State Route (SR) 89 "Y" intersection, in the southwest corner of South Lake Tahoe, California. The plan area is roughly bounded by 10th Street on the north, ~~E~~ H Street on the south, Truckee Drive on the east, and Julie Lane on the west (Figure 1).

The Tahoe Valley area developed primarily in the 1950s as a commercial corridor for highway travelers. While some of South Lake Tahoe (such as the Stateline/Ski Run area) has been dramatically transformed in the last ten years, the Tahoe Valley area has changed ~~remained relatively stagnant~~at a slower rate. ~~Exceptions~~ Examples of significant improvements as a result of private investment in façade improvements and rebuilds include ~~the Staples~~Smart & Final, ~~Longs,~~ ~~Pier One~~Goodwill, TJ Maxx, Ernie's Coffee Shop, BevMo, the Crossings, and Coldwell Banker. ~~where significant improvements as a result of private investment have taken place~~in façade improvements and rebuilds.~~.~~

This Area Plan ~~sets~~establishes a vision for the Tahoe Valley area based on a realistic assessment of the area's potential. The Area Plan sets policies as well as implementation measures to ameliorate existing conditions and create new development and redevelopment opportunities. It describes how this area can focus the resources needed to become a vital economic center of the South Shore and the Tahoe Basin while reflecting Tahoe Valley's unique characteristics and supporting the local community's vision.

The Area Plan provides more detailed direction for the Tahoe Valley area and incorporates both the Regional Plan and the General Plan by reference, including the respective implementing ordinances. The Area Plan integrates these plans to the extent practical to simplify compliance with local and regional requirements, and improve the efficiency of plan administration. It establishes the land use regulations, development standards, implementation strategies, and needed environmental improvements for the area, and encourages new development and redevelopment that enhances the built environment to revitalize the Tahoe Valley community. Renovation of this gateway to the South Shore is important to achieving the City's economic development goals for revitalizing the community, improving infrastructure, and diversifying the local tax base.

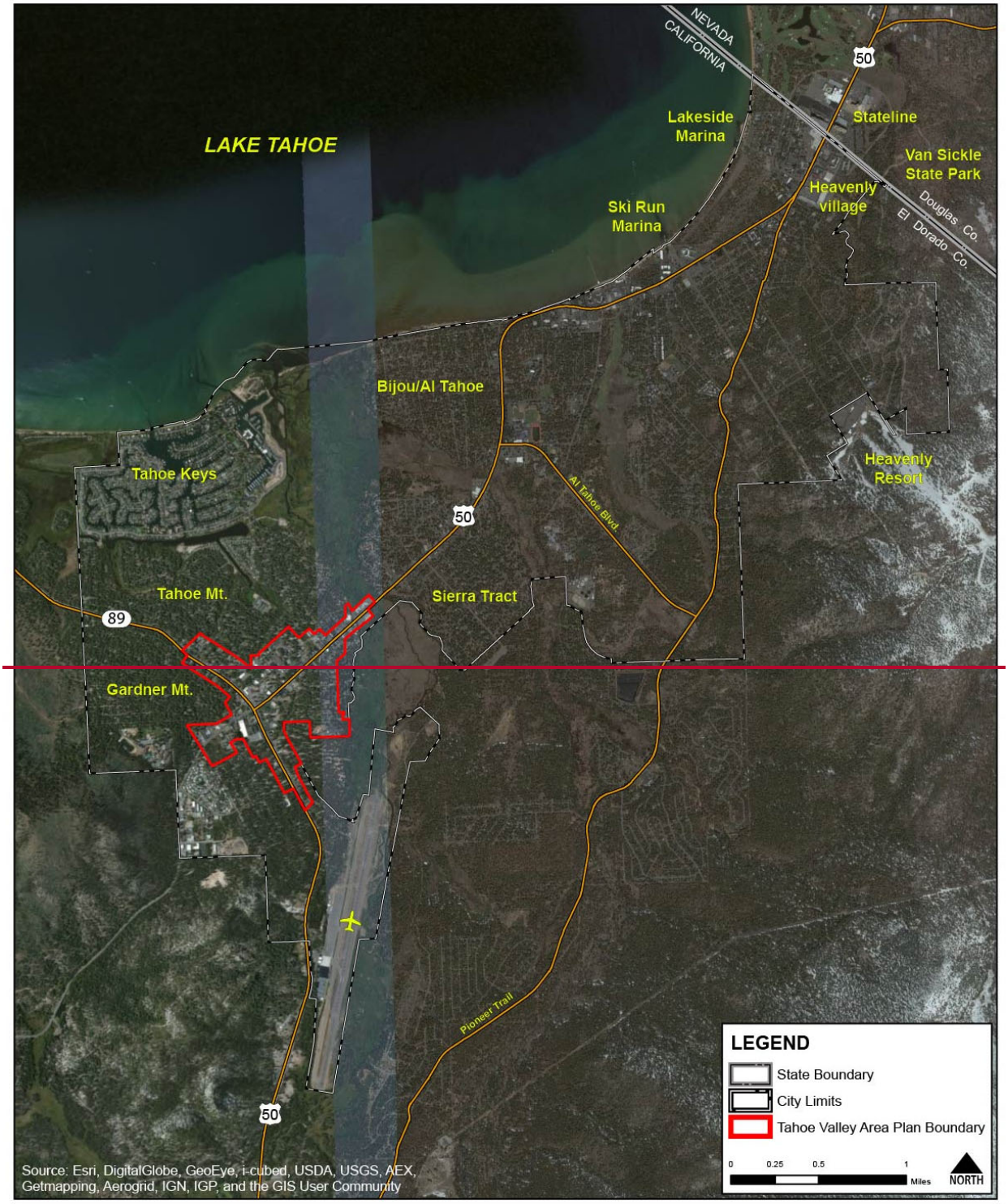
## 1.1 Relationship to the Tahoe Valley Community Plan

Tahoe Valley was initially designated a "Preliminary Community Plan" area in the City's 1999 General Plan and TRPA's 1987 Regional Plan. The Tahoe Valley Community Plan was initiated in February 2003 through a joint planning effort by the City and TRPA. That process resulted in the Draft Tahoe Valley Community Plan that was published in March 27, 2007, and presented to the City Council on April 3, 2007. The City retained Pacific Municipal Consultants to prepare an Environmental Impact Report (EIR) on the draft community plan, which was completed in November 2008 but was not circulated. Because TRPA was in the midst of updating their 1987 Regional Plan that had the potential to alter land use regulations and incentives strategies, a decision was made to postpone adoption of the community plan until after an updated Regional Plan was adopted. Subsequently, TRPA adopted an updated Regional Plan in December 2012 that fundamentally changed the community planning process and provided an alternative planning process for local jurisdictions to adopt conforming Area Plans.

## 1.2 Area Plan Adoption

~~The South Lake Tahoe City Council and TRPA Governing Board will hold public hearings and take action on the Tahoe Valley Area Plan. Once found in conformance with the City's General Plan and TRPA's Regional Plan and adopted by both, this Area Plan will serve as the governing plan for the Tahoe Valley area for both the City of South Lake Tahoe and TRPA. This Area Plan will supersede Plan Area Statement (PAS) #110, South "Y", and a small portion of PAS 114, "Bonanza" (APNs: 32-141-02 and -18) for the purposes of land use regulation for both agencies and will provide management direction for all projects proposed within the plan's boundaries.~~

In early summer of 2015, the South Lake Tahoe City Council and TRPA Governing Board held public hearings on the Tahoe Valley Area Plan and, finding it in conformance with the City's General Plan and TRPA's Regional Plan, took action to adopt the plan. This Area Plan supersedes Plan Area Statement (PAS) #110, "South "Y"", and portions of PAS 114, "Bonanza" for the purposes of land use regulation for both agencies and will provide management direction for all projects proposed within the plan's boundaries.




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 1
Location Map
March 2015




**Figure 1**
Tahoe Valley Area Plan Location Map
April 2023

## 1.3 Organization of the Area Plan

Following this Introduction, Section 2 characterizes the legal authority and regulatory setting of South Lake Tahoe. Section 3 provides an overview of the Area Plan's existing conditions and opportunities and constraints for redevelopment and conservation. Section 4 summarizes the plan's vision for the future and guiding principles for development and redevelopment. Sections 5-12 outline the policy direction for the plan, with individual sections on the following:

Section 5 – Land Use and Community Design
This section supplements the Land Use Element of the TRPA Regional Plan, and the Land Use Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to land use and community design, and establishes land use and zoning regulations for the Area Plan.

Section 6 – Economic Development
This section supplements the Economic Development Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to economic development and sustainability to create a vibrant and sustainable local economy.

Section 7 – Housing
This section supplements the Housing Sub-element of the TRPA Regional Plan, and the Housing Element of the City of South Lake Tahoe General Plan. This Section includes the Area Plan's Goals and Policies related to housing to achieve the Plan's vision of increasing the availability of quality workforce housing and affordable housing.

Section 8 – Transportation and Circulation
This section supplements the Transportation Element of the TRPA Regional Plan, TRPA/Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan, and the Transportation and Circulation Element of the City of South Lake Tahoe General Plan. Consistent with these plans, this section lists the specific policies applicable to the Area Plan and describes the improvements necessary to implement these policies.

Section 9 – Public/Quasi-Public Facilities and Services
This section supplements the Public Services and Facilities Element of the TRPA Regional Plan and the Public/Quasi-Public Facilities and Services Element of the City of South Lake Tahoe General Plan. This section identifies public/quasi-public service providers and needed improvement to facilities and services.

Section 10 – Natural and Cultural Resources
This section supplements the Conservation Element of the TRPA Regional Plan and the Natural and Cultural Resources Element of the City of South Lake Tahoe General Plan. It contains the Area Plan's environmental conservation and management strategy. It lists the needed environmental improvements for the Area Plan.

Section 11 – Recreation
This section supplements the Recreation Element of the TRPA Regional Plan and the City of South Lake Tahoe General Plan. It contains the plan's strategy for improving recreational opportunities and identifies proposed recreational improvements within the plan.

Section 12 – Health, Safety, and Noise
This section supplements the Noise Sub-element of the TRPA Regional Plan, and the Health and Safety Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to public health and safety issues.

Section 13 – Incentive Programs
This section supplements the Implementation Element of the TRPA Regional Plan and the Implementation Program of the City of South Lake Tahoe General Plan. It describes public and private sector implementation strategies including capital improvement projects and planning and coordination activities, including a summary of incentives, and the plan reporting and revision process.

Appendix A – References

Appendix B - South Lake Tahoe Design Guidelines (2016)
Appendix B shall supplement Appendix C by providing context for the intent and visual illustrations of the Area Plan's design standards.

~~Appendix B – TRPA Height Findings~~
~~Appendix B includes height findings that are required for any structure that exceeds three stories in height.~~

Appendix C – Development and Design Standards
Appendix C sets development standards, design standards and permissible uses for the Area Plan's land use districts. The standards are intended to improve the scenic quality of the built environment, promote a sense of place, and support the community's desired community character. Development, redevelopment, or expansions of existing uses will be reviewed by the City or TRPA for consistency with these standards.

Appendix D – City of South Lake Tahoe Green Building Program
Appendix D sets criteria for earning City incentives for incorporating exceptional energy efficiency in new and redeveloped projects.

# SECTION 2
## Legal Authority and Regulatory Setting

The City of South Lake Tahoe plans and regulates within the policy and regulatory framework of both the Tahoe Regional Planning Agency (TRPA) and the State of California. This section describes the policy and regulatory framework for the Tahoe Valley Area Plan.

The purpose of the Tahoe Valley Area Plan is to define land use regulations and guidelines for planning decisions. The Tahoe Valley Area Plan presents principles, goals, policies and implementation strategies designed to encourage redevelopment, create a vibrant walkable ~~pedestrian~~ pedestrian-oriented community and provide for environmental improvements. The Area Plan is used by the City and TRPA to review specific development proposals in Tahoe Valley. The Plan also provides direction to property owners, community groups, and interested individuals in planning and design of development and redevelopment projects.

The Tahoe Valley Area Plan, once adopted, will become a part of TRPA's Regional Plan and the City of South Lake Tahoe General Plan. The Area Plan will also revise the official zoning map of the City of South Lake Tahoe.

## 2.1 Tahoe Regional Planning Agency

**Regional Plan**

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. The TRPA Regional Plan Goals and Policies serve as a guide for all future land use decisions within the Tahoe Region. 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.
- 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 with adoption of the 2012 Regional Plan.
- 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 TRPA/TMPO 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.

TRPA's Regional Plan Conceptual Land Use Map classifies the majority of Tahoe Valley as Mixed-Use and also designates a portion of the area as Residential, Town Center Overlay, and Stream Restoration Plan Area. TRPA's Regional Conceptual Land Use Map is depicted in Figure 2.

The following descriptions define the intention and purpose of TRPA's land use classification, overlay districts and special designations:

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.

Residential: Residential areas are urban areas having potential to provide housing for the residents of the Region. In addition, the purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: (1) areas now developed for residential purposes; (2) areas of moderate-to-good land capability; (3) areas within urban boundaries and serviced by utilities; and (4) areas of centralized location in close proximity to commercial services and public ~~facilitates~~facilities.

Town Centers: 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.

Stream Restoration Plan Area: 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.

**Area Plan**

Area Plans allow for planning that is responsive to the unique circumstances of communities within the Tahoe Region. TRPA and local governments, in close coordination with the local community, may prepare plans for a specific area in conformance with the Regional Plan. The authority and requirements for this Area Plan are provided in Chapter 13 (Area Plans) of the TRPA Code of Ordinances.

**Sustainable Communities Strategies**

California's Senate Bill 375 (SB 375) requires metropolitan planning organizations to develop regional land use and transportation policies to reduce greenhouse gas (GHG) emissions from cars and light trucks in order to meet targets established by the California Air Resources Board's Regional Targets Advisory Committee. SB 375 calls for each metropolitan planning organization to develop a Sustainable Communities Strategy (SCS) identifying the transportation, land use, and housing strategies that will reduce regional GHG emissions. The TRPA/TMPO adopted Regional Transportation Plan serves as the Region's Sustainable Community Strategy Plan.

The Tahoe Valley Area Plan is designed to be consistent with the TRPA Regional Transportation Plan and the SCS by providing a framework for implementing land use and transportation practices to reduce GHG emissions. These strategies include creating a mixed-use, pedestrian and ~~transit oriented~~transit-oriented land use pattern, providing for alternative modes of transportation and encouraging a variety of housing types within close proximity to transit, services and employment centers.

## 2.2 State of California

The Tahoe Valley Area Plan is designed to meet State of California requirements for specific plans and to facilitate the implementation of development goals and policies by establishing zoning districts, standards and criteria for development, and to set the distribution, location and extent of planned land uses consistent with the adopted City General Plan.

## 2.3 City of South Lake Tahoe

The City of South Lake Tahoe must adhere to both TRPA plans and regulations adopted pursuant to the Compact and to California State law, to the extent that State laws do not conflict with the Compact. Under the Compact, TRPA addresses general regional matters, while the City retains its power over purely local matters. The City can adopt more strict regulations than TRPA and can regulate matters over which TRPA has no authority.

**General Plan (2011)**

The City of South Lake Tahoe General Plan designation for Tahoe Valley is Town Center (TC). 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. The City's General Land Use Diagram is depicted in Figure 3.

The overall purpose of the Town Center is to:

- Provide for the orderly, well-planned, and balanced growth of the Town Center and support the area's role as an important commercial, tourist, and recreation center that provides full services to residents while appealing to visitors.
- Promote the Town Center as a pedestrian- and transit-oriented, mixed-use activity center and a gateway to an outdoor tourism recreational destination and expand its role as an economic center for residents of South Lake Tahoe.
- Encourage a mix of uses that promotes convenience, economic vitality, and a pleasant quality of life and improve access to a greater range of facilities and services for residents and visitors.
- Establish development and design standards that improve pedestrian- and transit-orientation and the visual quality of development and that will create unified, distinctive, and attractive community character.

The General Plan includes the following policies that are directly applicable to the Tahoe Valley Area Plan:

**Policy LU-2.2** directs the City to periodically update and implement the four community plans, of which Tahoe Valley is one, as a way to focus development commodities and revitalization efforts.

**Policy LU-2.7** directs the City to transform the Tahoe Valley area into an attractive gateway commercial district that serves both residents and visitors.

**Policy LU-2.9** defines Tahoe Valley as one of the City's nodes that is targeted for future development and revitalization.

**Policy LU-2.10** encourages the use of incentives to create a compact, mixed-use, transit-oriented, and higher-density development pattern within the Tahoe Valley area.

**Policy LU-2.11** designates the Tahoe Valley as a primary area in the City for resident-serving commercial uses, workforce housing and affordable housing. Furthermore, the policy encourages transforming the area into a contemporary, pedestrian-oriented, mixed use, commercial service district served by a transit center and alternate transportation opportunities.

**Policy LU-2.13** designates the Tahoe Valley area as a social and economic center that includes a variety of housing types, mixed-use development, recreational or social gathering spaces, cultural uses, civic uses and facilities, and commercial services.

The development of the Tahoe Valley Area Plan is intended to meet the directive of the General Plan policies outlined above.

**Sustainability Plan**

The City of South Lake Tahoe adopted policies for sustainable development and "green" buildings in the Land Use Element of the General Plan. The policies call for creating a sustainable and energy-efficient built environment as a key vision of the City of South Lake Tahoe. The policies provide direction on the use of "green" building technology, energy efficiency, and strategies to achieve sustainable development practices.

The City has implemented specific strategies including providing streamlined permitting to encourage "green" building practices and instituting a plastic bag ban for grocery stores, food vendors, and retail establishments.

**Climate Action Plan**

The City adopted a Climate Action Plan (CAP) in 2020, setting carbon pollution goals for 2030 and 2040. 2030 has been identified as a key milestone year to achieve significant carbon pollution reductions to avoid the worst impacts of climate change. On June 21, 2022, the City officially adopted a science-based carbon pollution target, refining the originally estimated target established in Resolution 2017-026. This target establishes a reduction target of 59.2% from the 2018 baseline levels and aligns with the City's commitment to carbon pollution reduction and renewable energy goals. The CAP outlines a framework consisting of five overarching strategies, each encompassing specific actions. These strategies are categorized as follows: transportation, land use, water and solid waste, carbon sequestration and watershed health, and building energy. Under each strategy, a set of actions is identified to guide the City's efforts in addressing climate change and promoting sustainability.

The Tahoe Valley Area Plan incorporates policy and land use direction to advance CAP strategies to improve public transit, increase the use of electric vehicles, increase walking and biking, encourage high-density mixed-use neighborhoods close to public transit, improve energy efficiency of buildings, reduce wildfire risk, and protect watersheds.

**Plan Area Statements**

~~Once adopted, the~~Upon its adoption in 2015, the Tahoe Valley Area Plan ~~will replace~~replaced ~~-~~Plan Area Statement (PAS) 110, "South ~~'"~~Y', ~~,~~ and a small portion of PAS 114, "Bonanza" (APNs: 32-141-02 and -18).

Updates to the plan in 2023 expanded the Area Plan boundary in three areas. To the southwest, parcels fronting US Highway 50 from the existing boundary line south to H Street, plus APNs 032-161-012, 032-161-013, 032-161-009, and 032-161-008 (previously PAS 114) were incorporated. Seven parcels fronting Melba Drive were added so that the Area Plan is contained in this corner by the intersection of E Street and Melba Drive (previously PAS 114). The third area of expansion was the northeast corner of the plan area. All parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave shall be included up until the existing Area Plan boundary, in addition to APN 023-221-020 north of Eloise Ave (previously PAS 111).

**Standards and Guidelines**

The City of South Lake Tahoe and TRPA have jointly adopted Standards and Guidelines that include citywide design standards, guidelines, and specific design standards for the three previously adopted Community Plans.

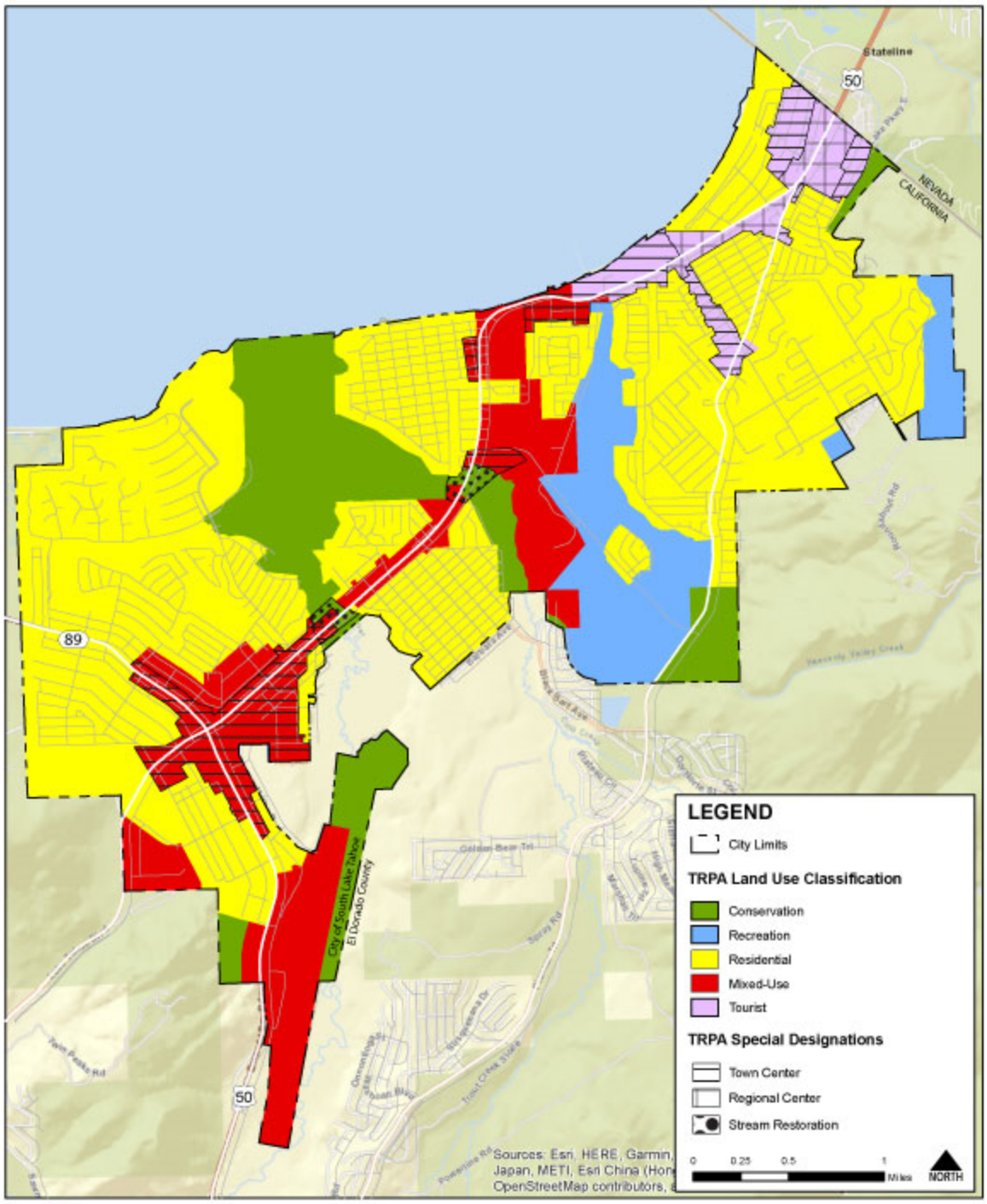
The citywide design standards and guidelines, as well as specific ~~substitute~~ design standards tailored towards the Area Plan are incorporated in the Tahoe Valley Area Plan and will provide design guidance for the ~~Area Plan~~plan area.

**Smart Growth Principles**

In August 2005, the South Lake Tahoe City Council endorsed a set of Smart Growth Principles for possible inclusion in the City General Plan for South Lake Tahoe. These principles are organized under the following headings:

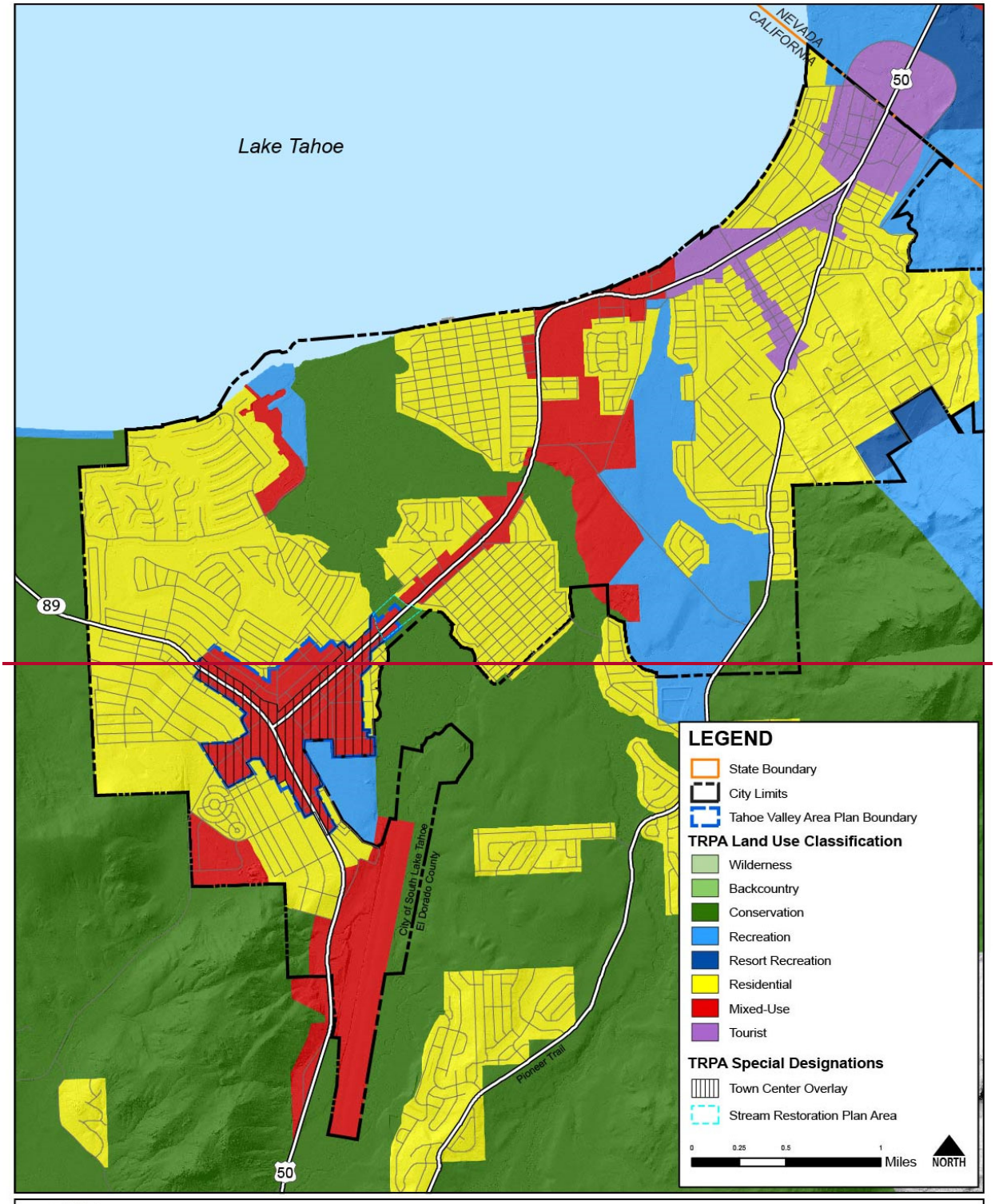
- Land Use
- Transportation
- Community Livability
- Governance

The Tahoe Valley Area Plan is designed to implement the City's smart growth principles by encouraging a land use pattern that focuses on walkable, compact mixed-use centers, with access to transportation choices while preserving open spaces and critical environmental areas.



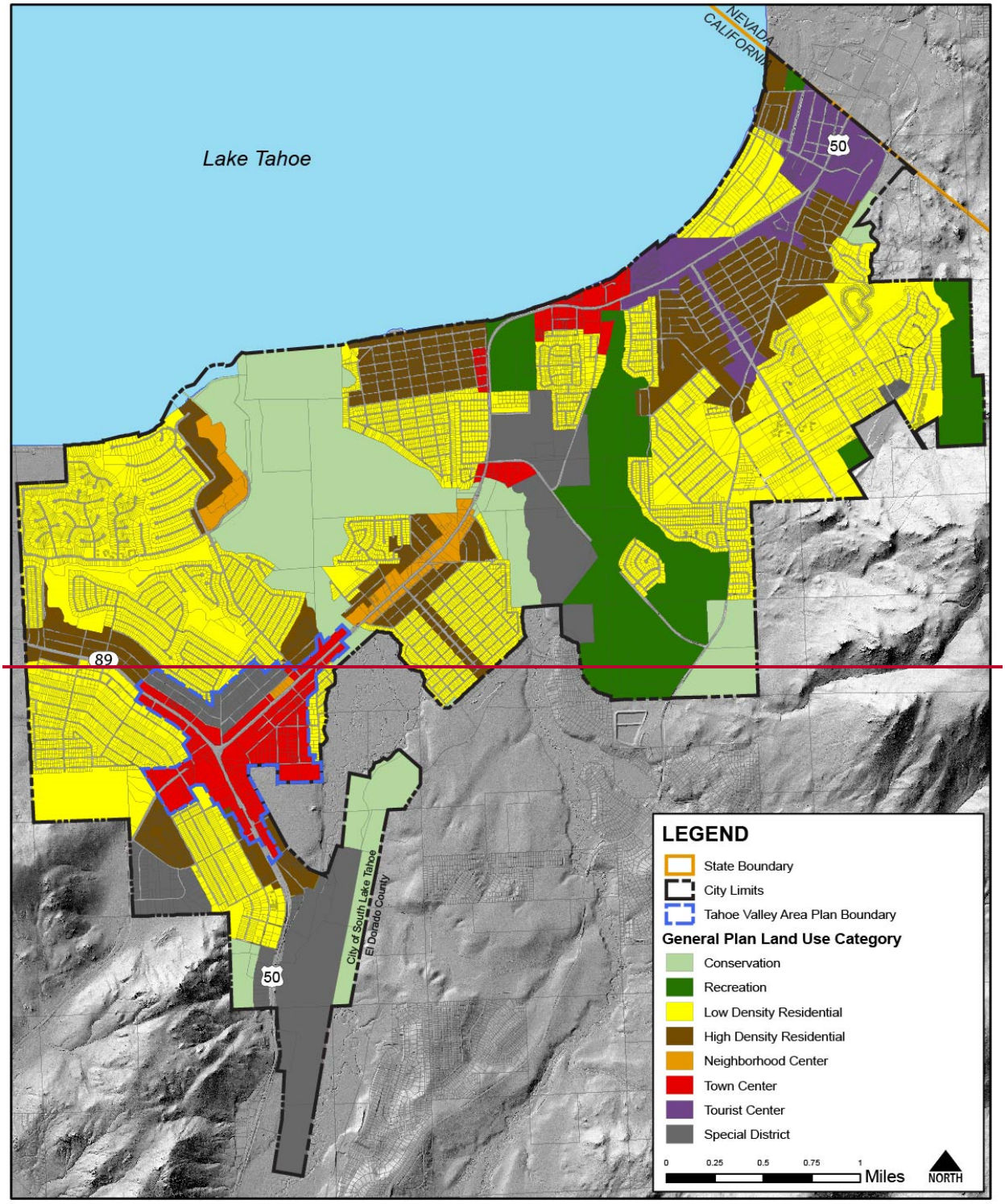

CITY OF SOUTH LAKE TAHOE

**Figure 2**
Regional Plan Conceptual Land Use Map
April 2023



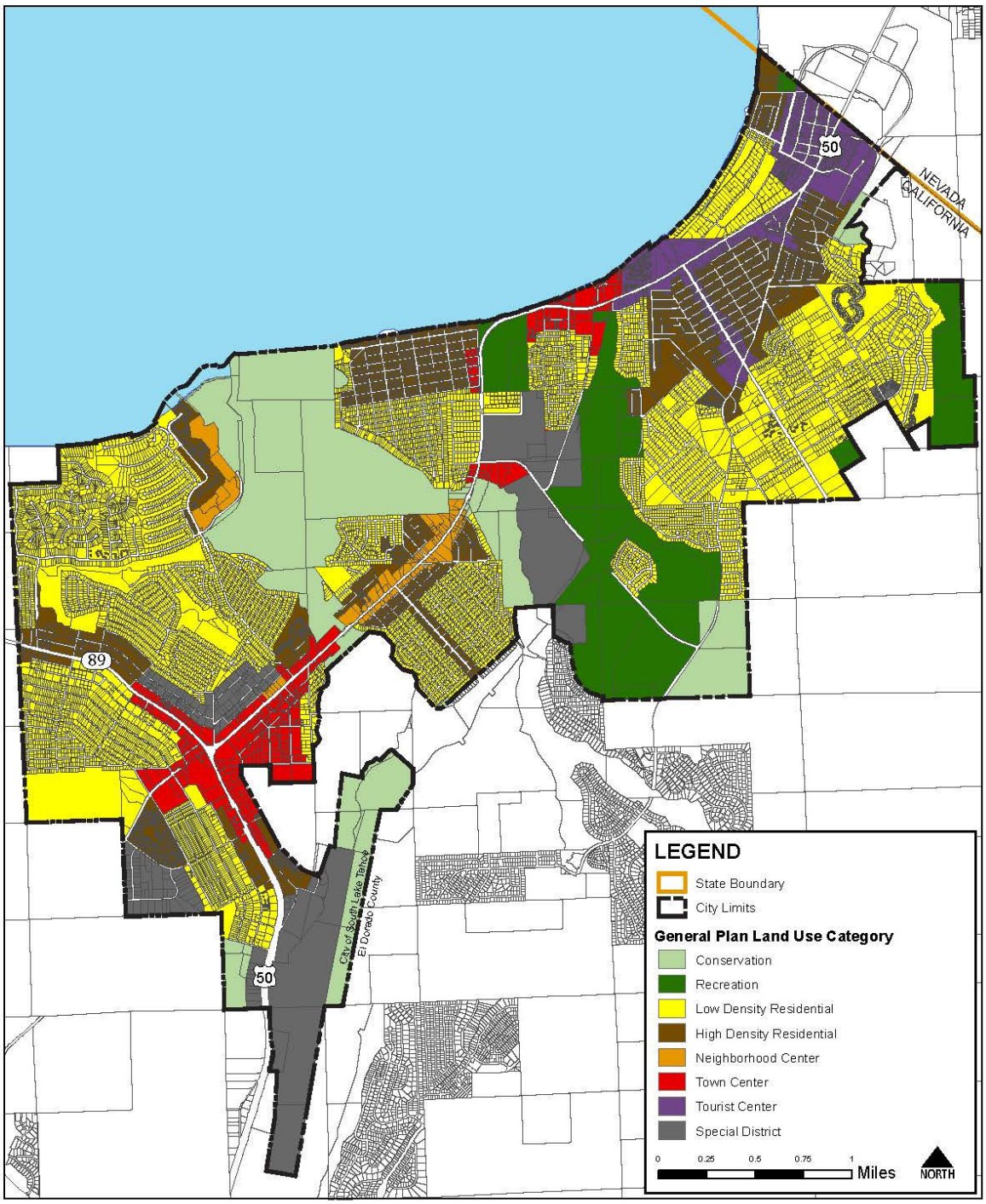

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 2
Regional Plan Conceptual Land Use Map
March 2015




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 3
General Plan Land Use Diagram
March 2015




CITY OF SOUTH LAKE TAHOE

**Figure 3**
General Plan Land Use Diagram
April 2023

# SECTION 3
# Existing Conditions



This section describes the existing physical conditions within the Tahoe Valley plan area, both natural and human-made. The Tahoe Valley area has been extensively altered by human activity and development since it was first settled in the late 1800s. The present pattern of development in the area has evolved primarily since the 1950s. The conditions summarized in this section act as opportunities or constraints (or sometimes both) to development, redevelopment, and conservation of resources within the plan area.

This section is organized into the following topics: Land Use, Economic Conditions, Transportation and Circulation, Public/Quasi-Public Facilities and Services, Natural Resources and Cultural Resources, Open Space, and Health and Safety.

## 3.1 Economic Conditions

The economy of South Lake Tahoe is largely dependent upon tourism, which fluctuates seasonally. The lodging industry at the South Shore has experienced substantial difficulties over the past 10 years. The number of annual rooms rented has declined 35 percent. More recently, a slight uptick has been observed in 2010/2011, and reports indicate 2011/2012 also showed slight improvements. However, these figures are still substantially lower than the levels seen in 2001/2002 and before, which translates into less local revenue generated as well as fewer job opportunities. (TTD, 2013).

The Tahoe Valley area is largely dominated by strip commercial development along South Lake Tahoe's key corridor (US 50). Shortcomings of this type of development include the area's many curb cuts for driveways, relatively small and fragmented parcels, stand-alone structures, older motels struggling to be profitable, and lack of continuous sidewalks, bike paths, landscaping, and other amenities. In addition, this type of development pattern is difficult and costly to modify. South Lake Tahoe also has a strict regulatory environment created around the need to protect the environment in the Tahoe Basin, which adds to the challenges of redevelopment.

In summary, there is a clear need to revitalize the physical appearance and accessibility of the area to increase economic activity. The area is in a unique position to capture more local-resident-serving commercial sales, as well as capture more tourist sales.

## 3.2 Land Use

**Neighboring Land Uses**

The Tahoe Valley plan area is bounded on the north, west, and south primarily by residential subdivisions, dating from the 1960s to the 1990s. The plan area is bordered on the east by the Upper Truckee Marsh and to the southeast by the South Lake Tahoe Airport.

**Land Uses**

The plan area is made up of a variety of existing land uses, including residential, commercial, tourist accommodation, industrial, and public service. Table 1 summarizes existing uses within the plan area by acreage, percentage of total acreage, and number of parcels. The plan area encompasses ~~337~~ 374 acres and ~~482~~ 525 individual parcels (not including existing roadway/infrastructure related parcels) as shown in Figure 4. Tahoe Valley is the gateway neighborhood for South Lake Tahoe, and includes various commercial uses such as clothing stores, factory outlets, automotive supply stores and dealerships, drug and liquor stores, restaurants, and supermarkets. These uses occupy structures ranging in age and physical condition, from the 1890's to present day construction.

When Measure T was passed in 2018, commercially zoned parcels the Tahoe Valley Area Plan became one of the limited areas in South Lake Tahoe where vacation home rentals ~~were~~are allowed. This exception, however, only applies to commercially zoned properties within the Area Plan ~~at the time of Measure T's adoption~~as of 2017. ~~Any areas added to the plan area though subsequent amendments~~Areas later rezoned to commercial are not eligible for vacation home rental permits. Additional restrictions to eligibility for a Vacation Home Rental permit are included in Appendix C.

**Table 1**
**Existing Land Use**

| Land Use | Acres | Percent of Acreage |
|---|---|---|
| Residential | ~~37.2~~47.1 | ~~11.1~~12.6% |
| Tourist | ~~12.0~~13.0 | ~~3.6~~3.5% |
| Commercial | ~~141.0~~145.3 | ~~41.9~~38.9% |
| Public | 19.2 | ~~5.7~~5.1% |
| Quasi-Public | 8.2 | ~~2.4~~2.2% |
| Recreation | 3.3 | ~~1.0~~0.9% |
| Vacant Private | ~~18.1~~31.3 | ~~5.4~~8.4% |
| Vacant Public | ~~14.8~~15.3 | ~~4.4~~4.1% |
| Open Space | 20.2 | ~~6.0~~5.4% |
| Roads and Infrastructure | ~~62.5~~71.1 | ~~18.6~~19.0% |
| **TOTAL** | **~~336.5~~374** | **100%** |

Source: TRPA GIS, March ~~2014~~2023.

***Residential***

Based on 2013 TRPA data, the plan area includes a total of 37.2 acres of residential land, of which 16.1 acres are single-family homes, 16.3 acres are multi-family, and 3.8 acres are mobile homes. The area adjacent to the Barton Hospital in particular contains a diverse range of housing types, including single and multi-family dwellings, senior care facilities, and mobile homes. The age and quality of these structures vary widely. The Industrial District contains a number of residential units, which are non-conforming under an industrial designation. The residential units in the plan area, for the most part, tend to be lower-priced rentals rather than owner-occupied housing.

***Non-Residential***

The plan area contains a wide array of commercial uses, most of which are located in commercial centers along the highways. The plan area does have several major commercial centers surrounding the Y intersection. These include a center anchored by ~~a~~ Raley's supermarket~~ and Kmart~~, ~~an outlet store center~~The Crossings at Tahoe Valley outlet store center, and commercial retail property occupied by a TJ Maxx. The area east of the Y intersection along Lake Tahoe Boulevard contains a car dealership, hardware store, and a tire sales and repair center.

The plan area also contains a mix of light industrial uses concentrated primarily in the northern part of Tahoe Valley. These uses include small-scale manufacturing, a solid waste transfer and recycling facility, auto repair shops, warehousing, wholesale, and other light industrial service uses. Many of these businesses are adjacent to residential uses.

Public and quasi-public uses are discussed in detail under Public/Quasi-Public Facilities and Services.

***Vacant Lands***

In 2014, ~~A~~approximately 18.1 acres (5.4 percent) of the plan area ~~are currently (2014)~~were vacant and privately owned. These vacant lots are not concentrated in any one part of the plan area, rather they are scattered throughout the plan area. At the time of the 2024 amendments, there were 31.3 acres (8.4%) of vacant private owned land. The main contributor to this increase was the addition of the Emerald Bay Connection Corridor District.

***Publicly-Owned Open Space***

The plan area contains a number of (~~6~~ 5.4 percent, 20.2 acres) of publicly-owned vacant open space parcels. These properties are owned by the United States Forest Service, California Tahoe Conservancy, or City of South Lake Tahoe and are subject to various use and development restrictions based on which agency owns the property and the manner in which the property was acquired.

***California Tahoe Conservancy Asset Lands***

The California Tahoe Conservancy (CTC) owns ~~six~~ seven (~~6~~7) parcels, totaling 16.~~4~~9 acres, in the plan area that are considered "asset lands" and may be available for development. The CTC's overall land inventory totals 4,677 parcels accounting for more than 6,500 acres, of that total there are 17 Conservancy-owned properties throughout the basin that are regarded as "*asset lands*." Asset lands are parcels which are not essential to carrying out Conservancy goals, which could have significant market value, and which are not otherwise restricted from disposal by law or Board policy. In fact, some asset lands, at the time of acquisition, were identified for possible future transfer or sale. The CTC defines these classes of lands as "Area Plan or Town Center Asset Lands." These area plan asset lands are considered to be developable lands, or portions thereof, in highly urbanized areas that could support sustainable, compact development or other uses consistent with the Goals and Policies of the Regional Plan and local area plans (CTC, 2014). There are a total of 17 area plan asset land parcels located basin-wide with 6 of those located within the boundaries of the Tahoe Valley Area Plan. The Tahoe Valley Area Plan asset lands account for approximately 16.4 acres. ~~and all~~almost of the parcels are vacant except for one located on Tata Lane~~. The parcel is currently~~ developed as an offsite parking lot, and two parcels used for Sugar Pine Village affordable housing projecy.

***Commercial Floor Area***

TRPA regulates the rate and timing of growth within the region, including commercial floor area (CFA). TRPA requires an allocation from the City or from TRPA prior to constructing a project or commencing a use that creates additional CFA. TRPA also allows transferring and reconfiguring legally existing commercial floor area. The Tahoe Valley plan area contains approximately 1,161,000 square feet of existing developed CFA. An additional 15,000 square feet of CFA will be made available by the City for use upon adoption of the Tahoe Valley Area Plan.

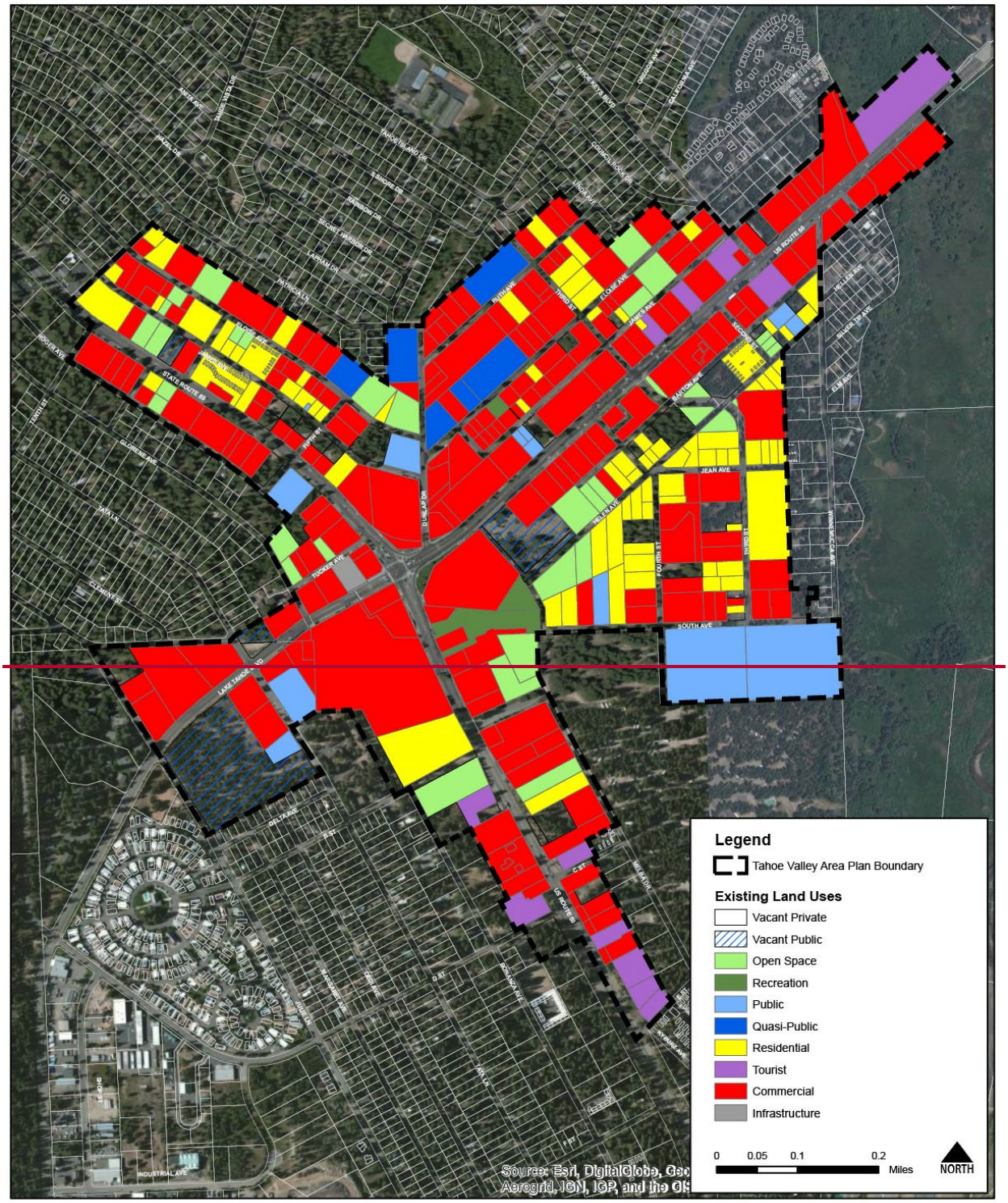
***Lake Tahoe Airport Land Use Compatibility Plan***

As part of the land use planning process mandated by the Division of Aeronautics and the California Airport Land Use Planning Handbook, several Airport Land Use Commissions (ALUCs) have been formed throughout the state to prepare and administer ~~Comprehensive Land Use Plans (CLUPs)~~an Airport Land Use Compatibility Plan (ALUCP) for each public-use airport in the state. ~~El Dorado County has an operating ALUC that has prepared CLUPs for the airports in the county. However, the~~ The City of South Lake Tahoe has been named as the administrator of the Lake Tahoe Airport. As such, the City operates as its own ~~ALUC~~ ALUCP and the City ~~has developed the Lake Tahoe Airport CLUP.~~ adopted an ALUCP in August of 2019.

The policies contained in the ALUCP are designed to promote compatibility between the Airport and surrounding land uses to the extent that these areas are not already devoted to incompatible uses. As adopted, the ALUCP policies provide the foundation through which the ALUC can execute its duty to review land use development in areas around the airport.

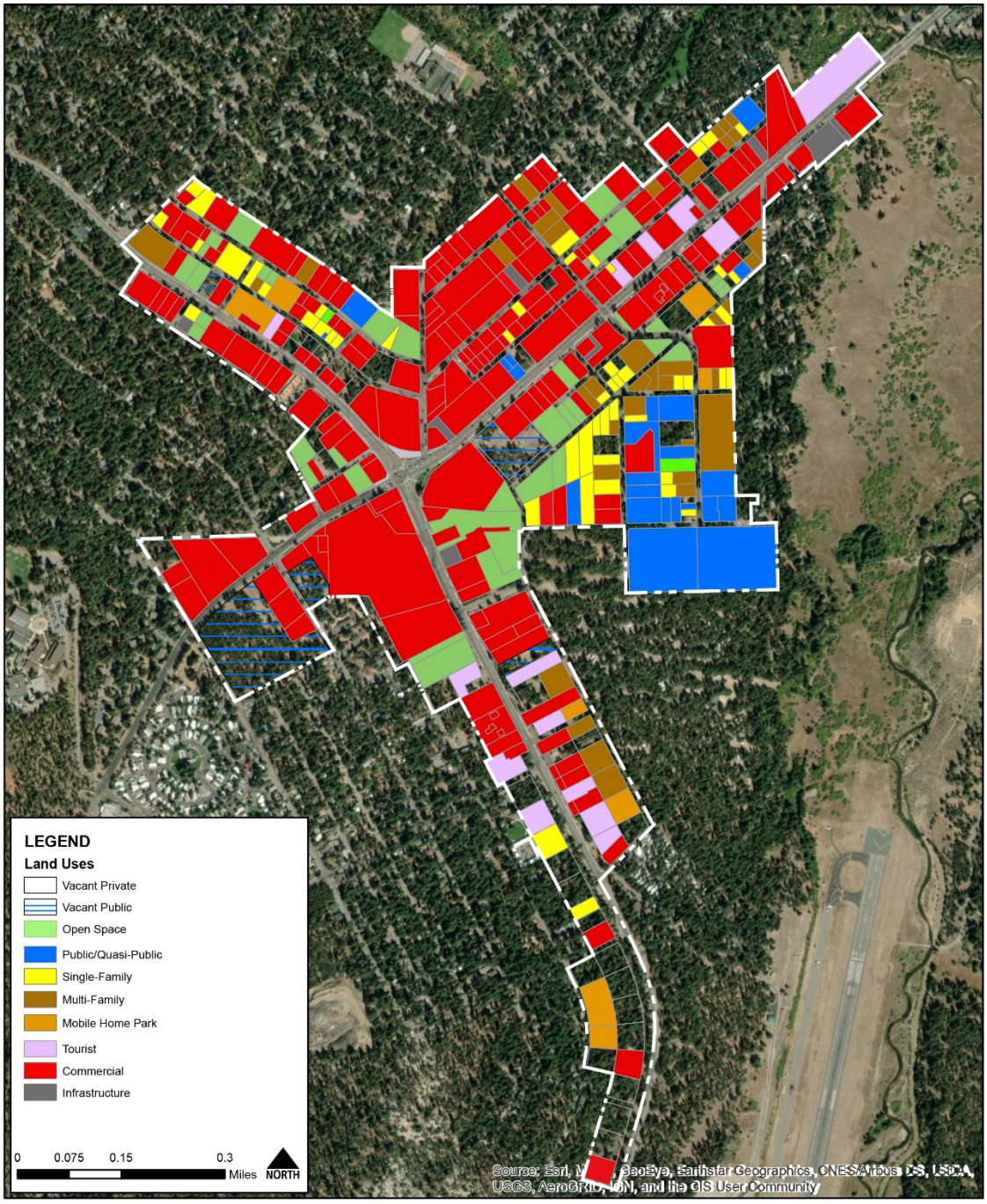
All of the land within the Tahoe Valley Area is within the ALUCP Airport Influence Area. ~~The~~ Much of the Area Plan is in Safety Zone 6, which is the least restrictive Safety Zone. A small southeastern portion of the ~~Tahoe Valley plan area~~Area Plan (e.g., Barton Hospital) lies within ~~the Overflight Safety Zone (~~Safety Zone 3.~~)~~ ~~and under the Horizontal Imaginary Surface of the Lake Tahoe Airport CLUP. Safety Zone 3 (see Figure 5) is the least restrictive Safety Zone around the airport and thus only privately owned assembly and entertainment, publicly owned assembly and entertainment, collection stations, and sport assemblies are prohibited within that area.~~ The Horizontal Surface, located over the ~~same portion of the~~ plan area ~~as Safety Zone 3,~~ is located at 6,419 feet elevation, 98 feet above the highest point in the Area Plan.

~~The Lake Tahoe Airport is in the process of updating the Airport Master Plan. Once the Master Plan is adopted by the City and TRPA, the CLUP, now referred to as an Airport Land Use Compatibility Plan (ALUCP), will also need to be updated.~~



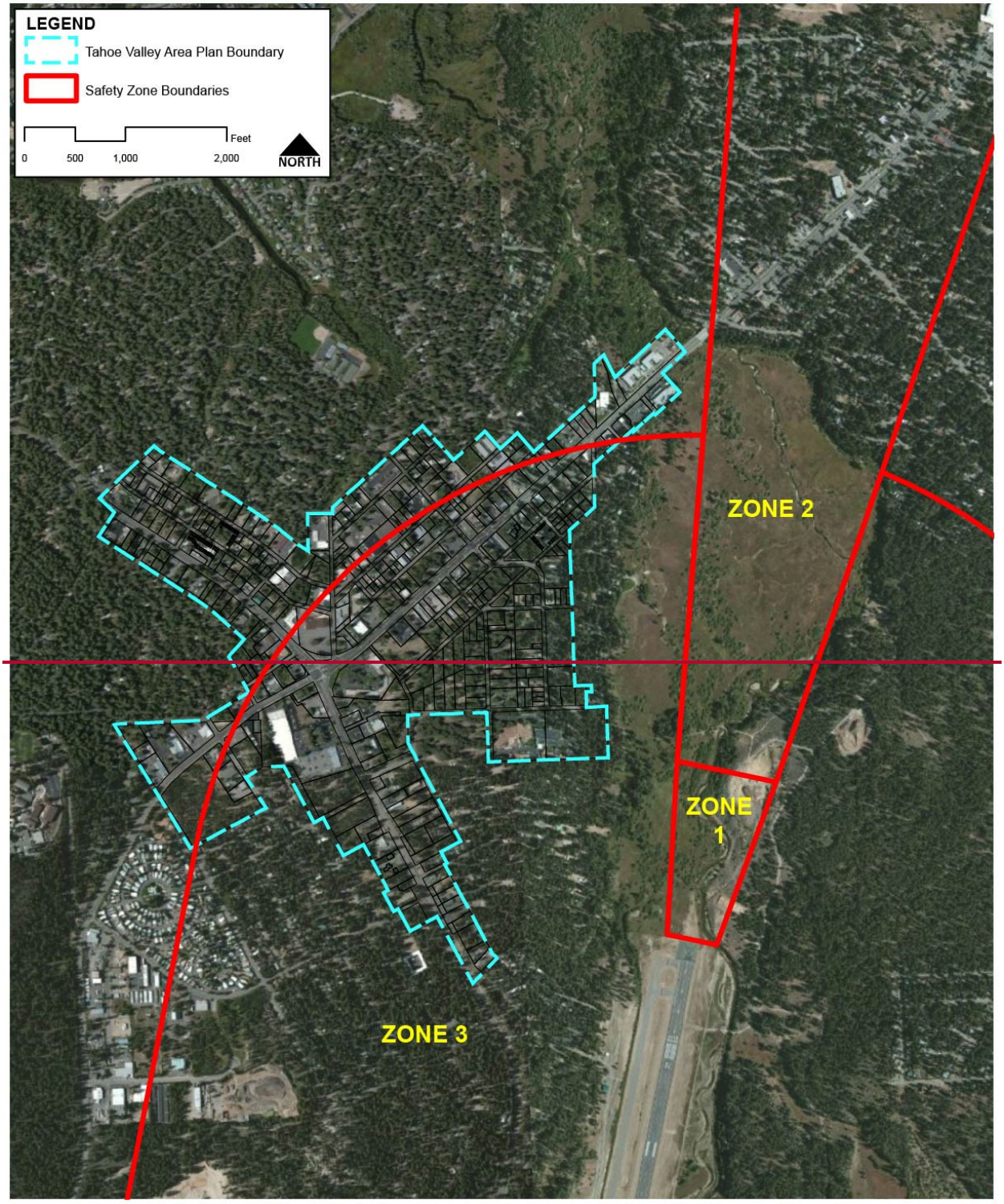

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 4
Existing Land Use
March 2015



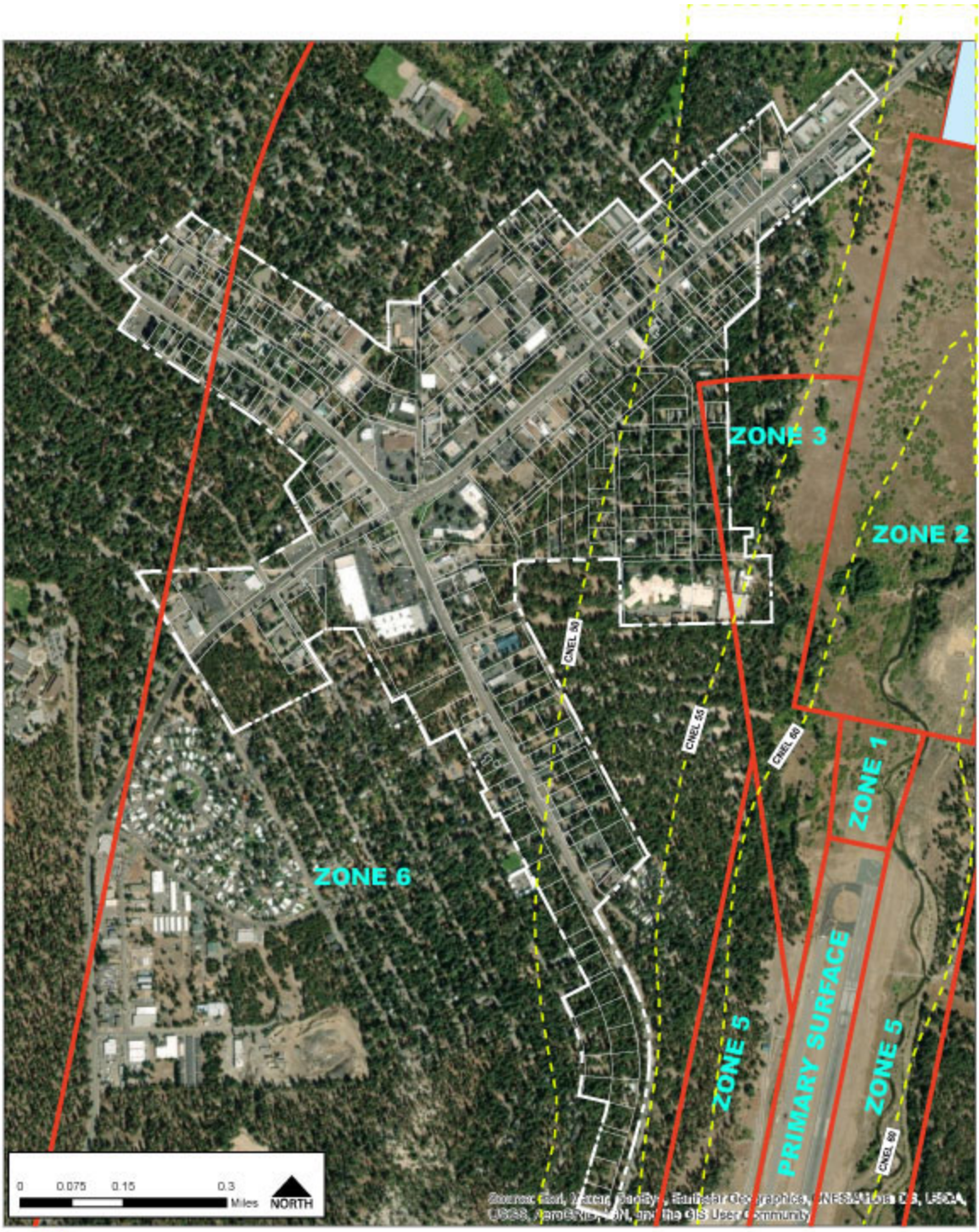

CITY OF SOUTH LAKE TAHOE

**Figure 4**
Existing Land Uses
April 2023




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 5
Lake Tahoe Airport Overflight Safety Zones
March 2015




CITY OF SOUTH LAKE TAHOE

**Figure 5**
Lake Tahoe Airport Safety Zones & Noise Contours
April 2023

## 3.3 Transportation and Circulation

**Roadways**

The Tahoe Valley plan area is served by a variety of arterial, collector, and local streets. The existing road network is shown in Figure 6.

The highway and street networks within the plan area ~~is~~ are largely dominated by US Highway 50 (Lake Tahoe Blvd.) and State Route (SR) 89 (Emerald Bay Rd.). US Highway 50 is the major east-west roadway facility connecting Sacramento, California and Carson City, Nevada, and is the main facility serving the South Shore area of Lake Tahoe. East of the "Y" intersection, US Highway 50 is also Lake Tahoe Boulevard. Along most of its ~~1.5 mile~~1.5-mile length within the plan area, Lake Tahoe Blvd is a five-lane arterial road with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections. In addition to Lake Tahoe Blvd, a network of arterial, collector, and local streets that provide the remaining framework for the overall roadway system. These secondary streets serve as the connection points to adjacent neighborhoods as well as access to the Area Plan's Industrial District and Hospital District.

A well-functioning transportation and circulation system is necessary to address peak hour congestion. The existing road network is relatively limited and experiences high traffic volumes during peak visitor periods.

**Level of Service**

TRPA's Regional Plan Goals and Policies and Regional Transportation Plan, as well as the City's General Plan, set standards for vehicle "level of service" (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 require that peak period traffic flow not exceed LOS D for major roadways (arterials and collector routes), and signalized intersections shall be at LOS D. LOS E may be acceptable during peak periods, not to exceed 4 hours per day.

The US 50/SR 89 intersection is operating at LOS C while US 50 roadway segments are operating at LOS E during the summer Friday evening peak hour (TRPA, 2012).

While a number of 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 (TRPA, 2012).

**Curbs and Gutters**

The City has historically required curb and gutter improvements only for projects requiring the issuance of a Special Use Permit. As a result, much of the Tahoe Valley plan area contains a discontinuous system

of curbs, gutters, and roadside stormwater infiltration. Along US 50, Caltrans has recently constructed a water quality improvement project that resulted in the installation of curbs and gutters from the Y intersection to E Street. Curbs and gutters are also scheduled to be installed on SR 89 from the "Y" intersection heading north in 2014 and on US 50 from the "Y" intersection to Trout Creek in 2016.

**"Y" Intersection**

The "Y" intersection commonly refers to the intersection of US 50, SR 89, and Lake Tahoe Boulevard. During peak tourist periods high traffic volumes and weather-related reductions in roadway capacity or vehicle speeds, westbound traffic on US 50 south of the "Y" to form queues that back through the "Y" and east on US 50. This is primarily due to a merger of two westbound lanes to a single lane when high volumes of traffic is leaving the Tahoe Basin in a short period of time. While the frequency and length of queue conditions vary year-to-year and records of queue periods are not kept, it is reasonable to estimate that queues form one to three hours per day on roughly 20 days per year for a total of roughly 50 hours per year (CSLT, 2005).

The intersection was improved in 2009 with restriped lanes, improved signalization and an improved right-turn "bypass lane" for the northbound-to-eastbound and the westbound-to-northbound movements, separated from through traffic by a raised island.

**Parking Facilities**

Most private commercial and industrial businesses provide off-street parking for employees and patrons. However, many of these properties do not meet current parking requirements of Chapter ~~5~~ 6 of the City Code. This forces many people to park on roadways and unpaved areas which creates a problem for snow removal and street sweeping equipment. There are presently no off-street publicly-owned parking facilities within the plan area.

**Pedestrian and Bicycle Facilities**

The City of South Lake Tahoe's bicycle network is made up of three classes of bicycle facilities (classified by the California Department of Transportation), as follows:

- **Class I ~~Shared Use~~Shared Use Path~~s Path~~.** These paths ~~provides~~provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow from vehicles minimized. Existing Class I facilities in the Area Plan are limited, consisting of relatively short segments south and east of ~~the Factory Outlet Stores~~The Crossing at Tahoe Valley at the "Y" intersection and a facility crossing the Upper Truckee River just to the north of US 50 in the eastern end of the Area Plan. A nearby Class I facility follows SR 89 to Camp Richardson and Spring Creek, starting at the northern end of Eloise Avenue at 15th Street. In 2022, a Class I facility was constructed along the south side of Lake Tahoe Blvd from Viking Way to the "Y" intersection.
- **Class II Bike Lane.** Class II facilities provides a striped lane for one-way bicycle travel on a street or highway. Within the Area Plan, these facilities are provided along Tahoe Keys Boulevard, Helen Avenue, Melba Drive, B Street, C Street, 10th Street, Lake Tahoe Boulevard west of the "Y" intersection, and US 50 from the "Y" intersection just beyond E street.
- **Class III Bike Route.** As with Class II facilities provides for shared use with bicycle or motor vehicle traffic, typically on lower volume roadways. Class III facilities are typically provided along low-volume streets to minimize the potential for conflicts between bicyclists and motorists. In the

Area Plan, Class III routes are designated along Eloise Avenue and SR 89 north of the "Y" intersection. This route connects to the Class I path that roughly parallels SR 89 to Camp Richardson and beyond.

The Tahoe Valley plan area contains various Class I, II, and III Bicycle Routes (Figure 6). Where bike facilities are not provided it is common to see pedestrians and bicyclists using the street right-of-ways to navigate the community.

**Transit Services and Facilities**

South Lake Tahoe, including the Tahoe Valley plan area, is served by ~~BlueGo~~ Tahoe Transportation District (TTD) fixed route bus service, seasonal recreation routes, and Amtrak buses. A senior van service assists many area seniors in getting to appointments and running errands. The routes of these various transit services are shown in Figure 6.

All fixed route bus stops within the plan area have benches, while some of the stops also provide shelter for bus users. The City has been coordinating with the Tahoe Transportation District on installing additional bus shelters along US 50 as funding becomes available.

The Y Transit Center is located at the southwest corner of the Y intersection. This center is one of two City-owned transit centers~~,~~ and provides a transfer point for transit users on Tahoe Transportation District's ~~the BlueGo~~ fixed-route bus services. The transit center is also served by Amtrak buses connecting to the Capitol Corridor train route in Sacramento.

**South Lake Tahoe Airport**

The Tahoe Valley plan area is located approximately one mile northwest of the Lake Tahoe Airport. The airport, which is a general aviation airport owned and operated by the City of South Lake Tahoe, contains a single north-south 8,541 foot long runway. The airport facility includes a commercial passenger terminal, 169 plane tie-down spaces, and a 57-unit hangar and storage complex.

According to the airport administration, aircraft presently based (2014) at the airport consist of 22 single engine, three multi-engine aircraft, and three helicopters. There were 23,540 annual operations counted by the FAA tower in 2010 (FAA Air Traffic Activity System [ATADS] http://aspm.faa.gov/opsnet/sys/Airport.asp).

## 3.4 Public/Quasi-Public Facilities and Services

This section describes the public and quasi-public facilities and services located in the Tahoe Valley plan area. In addition to these, the area hosts several cellular towers, offices for local power and gas suppliers, day care centers, places of worship, and social service organizations.

**Water and Wastewater Services**

Water service within the Tahoe Valley plan area is provided by the South Tahoe Public Utilities District (STPUD) and Lukins Brothers Water Company (Lukins). STPUD provides water service to the majority of the plan area. Lukins provides water services to parcels located north of Emerald Bay Road and west of Dunlap Drive.

STPUD is a California Special District established in 1950. The 27,000-acre service area covers the South Shore of Lake Tahoe from Emerald Bay on the west, Christmas Valley on the south, the California-Nevada state line to the east, and Lake Tahoe to the north. The District's water supply comes entirely from 20 active municipal wells that pump groundwater from the Lake Tahoe Basin. The District maintains one pump station and one active groundwater well within the plan area.

The Lukins Brothers Water Company is a private water purveyor established in 1942 which is governed by the California Public Utility Commission. It provides service to approximately 200 customers within the Tahoe Valley plan area including businesses (75 percent), single-family (5 percent) and multi-family (20 percent) dwellings.

Wastewater collection service within the Tahoe Valley plan area is provided by STPUD. STPUD collects and treats wastewater from businesses and residents within the District's service area, which encompasses approximately 42 square miles and includes the City of South Lake Tahoe and unincorporated area of El Dorado County within the Tahoe Basin. The District's wastewater collection/treatment/recycling processes include a maximum 7.7 million gallons per day (mgd) advanced secondary operation serving 17,000 customers. The District's collection system and wastewater treatment plant produces an average dry day rate of 4.3 mgd, 100 percent of which is recycled. Flows are conveyed to the District's Wastewater Treatment Plant (WWTP). The District's WWTP, last expanded in 1989, has a capacity 7.7 mgd. Treated effluent is exported 26 miles to Harvey Place Reservoir in Alpine County (STPUD, 2007 & 2014).

**Electricity Services**

Liberty Utilities provides electrical services to the plan area. Service is primarily transmitted over existing overhead lines along collector and local streets and underground along arterials (i.e., US 50, SR 89 and Lake Tahoe Boulevard). Liberty Utilities' office is also located within the Area Plan on Eloise Avenue.

**Gas Services**

Natural gas service in the Tahoe Valley area is provided by Southwest Gas, which has been providing gas to the South Lake Tahoe area since 1963. Southwest Gas is regulated by the California Public Utilities Commission for the service they provide in California.

**Telephone and Cable Services**

AT&T, Verizon, and T-Mobile provide telephone and cellular service to the plan area. Charter Cable provides cable television, phone and internet services under a franchise agreement with the City. Three cellular towers are located within the plan area.

**City of South Lake Tahoe Facilities**

- **City Services Center.** Located at 1052 Tata Lane, this facility is owned by the City and houses the Development Services Department ~~and Engineering Division of the Public Works Department.~~
- **Public Works Department.** The Public Works Department offices are located at 1740 D Street. Vehicle maintenance is completed by the Fleet Services Division at 1700 D Street and 1691 Shop Street.
- **Information Technology.** The City's IT Department operates from 1700 D Street.

- **Fire Station #3.** Located at 2101 Lake Tahoe Boulevard, this facility is owned by the City and is one of three fire stations that serve South Lake Tahoe. This station serves the Tahoe Valley area with response times between three and five minutes.
- **Transit Center.** The transit center, owned by the City of South Lake Tahoe and located at the "Y" intersection, provides shelter and a transfer location for the ~~BlueGo~~ TTD bus system, and a pickup/drop-off point for Amtrak buses.

**El Dorado County Facilities**

- **El Dorado County Department of Transportation.** Located at 924 Emerald Bay, this privately-owned facility is rented by the County.
- **El Dorado County Health and Human Services Agency.** Located at 1900 Tata Lane, this office includes the Mental Health, Public Health, Community Services, and Social Services divisions.

**State Facilities**

- **California Tahoe Conservancy (CTC).** Located at 1061 Third Street, the Conservancy is an independent State agency within the State Resource Agency. It was established in its present form by State law in 1984 to develop and implement programs through acquisitions and site improvements to improve water quality in Lake Tahoe, preserve the scenic beauty and recreational opportunities of the region, provide public access, preserve wildlife habitats, and manage and restore natural lands. Conservancy staff is housed in a privately-owned, rented building.

**Federal Facilities**

- **Lake Valley Post Office.** Located at 950 Emerald Bay Road, this post office provides post office boxes for the 96158 zip code and full postal services to customers out of a privately-owned rented building.
- **Tahoe Resource Conservation District**. Located in a privately owned building at 870 Emerald Bay Road, the Tahoe Resource Conservation District promotes the conservation, stewardship and education of the Lake Tahoe Region's natural resources.

**Barton HealthCare System Facilities**

Barton Memorial Hospital has served the South Lake Tahoe community since 1963 as a regional medical center. Part of the Barton HealthCare System, Barton Hospital is South Lake Tahoe's largest medical facility and largest employer (900 employees). The hospital and its associated medical clinics and emergency medical centers perform approximately 3,180 surgeries (2,800 within the City limits and 380 outside the City limits) and 20,000 emergency visits per year (Lyn Barnett, per. comm. 4/17/2014).

**South Tahoe Refuse**

South Tahoe Refuse has franchise agreements with the City of South Lake Tahoe, El Dorado County, and Douglas County for the collection and transportation of solid waste to processing and/or disposal facilities. This includes waste from all residential, commercial, and industrial properties, including recyclable

material. These facilities support the processing of this waste before its ultimate disposal outside of the Tahoe Basin. South Tahoe Refuse operates the following facilities:

- **Administrative Office/Transfer Station/Materials Recovery Facility/Resource Recovery Facility/Tahoe Basin Container Service.** All located at 2140 Ruth Avenue.
- **Recycling Center.** Located at 2192 Ruth Avenue.
- **Truck parking, fueling, and wash facility.** Located at 2143 Ruth Avenue.

## 3.5 Natural and Cultural Resources

Natural resources within the Tahoe Valley plan area include the Upper Truckee River~~r,~~; two ephemeral streams~~, ~~; natural and landscaped vegetation~~, ~~; stream environment zones~~, ~~; and views of distant mountain ridgelines. The plan area includes three drainage basins including the Tahoe Valley system that runs south of the "Y" intersection, which is directly~~,~~ connected to the Truckee River. The other two drainage basins drain into the Tahoe Keys Lagoons before being released into Pope Marsh. Many properties contain excess coverage over the Bailey land capability limitations.

Native vegetation consists primarily of Jeffrey pine and white fir trees with little under-story vegetation on high-capability lands and willows and grasses on low-capability lands. Many of the developed parcels are also landscaped with native vegetation. Stream environment zones within the plan area generally have been disturbed.

**Land Capability and Stream Environment Zone**

The land capability system established by Bailey is the basis of the land coverage standards and limitations set forth in Chapter 30 of the TRPA Code of Ordinances. Chapter 30 uses land capability districts (LCDs) ranging from class 1 to 7 that assign a percentage of allowable land coverage in a designated LCD area as identified below:

- Land capability classes 1a-c and 2 are not suited for urbanization or intensive forestry use, but are suited for open space, conservation areas, and low-intensity recreation.
- Land capability ~~classes~~ class 3 ~~and 4 are~~is not suited for urbanization but ~~are~~ is suited for forestry and low-density housing use.
- Land capability classes 4, 5, 6, and 7 include land suitable for urbanization and other uses.

~~However, upon further investigation and field analysis conducted by soil scientists, preliminary information indicates that portions of the SEZs that run through the plan area may have been mapped erroneously and accounts for a smaller area than that depicted in TRPA's Land Capability Overlay Map. This issue is discussed in further detail in Section 10, Natural and Cultural Resources.~~

Tahoe Valley is predominately flat, and according to the TRPA's mapped land capability map, mostly comprised of high capability lands (LC ~~5~~ 4 – 7) suitable for redevelopment and infill with SEZ areas associated with drainage in the Upper Truckee River hydrologic area. In 2015 The City contracted with a soil scientist to conduct area specific ~~further~~ investigation and field analysis. The analysis concluded that portions of the SEZs that run through the Area Plan ~~were mapped erroneously and~~ account for a smaller

portion than that depicted in ~~TRPA's~~the original Land Capability Overlay Map. A revised map was prepared and adopted with the Tahoe Valley ~~Aera plan~~Area Plan. ~~(207.5 acres).~~ The revised map indicates~~The plan area includes~~ three ~~mapped~~ primary areas of environmentally sensitive or SEZ lands accounting for approximately ~~122.4~~50.7 acres. SEZs can be found in the vicinity of James Avenue and Seventh Avenue, and just north and south of the "Y" intersection (see Figure 7). According to ~~TRPA's land capability~~the revised land capability ~~map~~, just over a ~~third~~ tenth (~~36.4~~13.6%) of the plan area is SEZs with the remaining areas being high capability lands (~~63.4~~86.4%). Table 2 below provides an accounting of ~~mapped~~ revised land capability district in the plan area. This issue is discussed in further detail in Section 10, Natural and Cultural Resources.

~~As noted below, mapped SEZs account for approximately 36.4% of the plan area. However, upon further investigation and field analysis conducted by soil scientists, preliminary information indicates that portions of the SEZs that run through the plan area may have been mapped erroneously and accounts for a smaller area than that depicted in TRPA's Land Capability Overlay Map. This issue is discussed in further detail in Section 10, Natural and Cultural Resources.~~

**Table 2**
**Mapped Land Capability District**

| Land Capability District | Total Acreage | Percent |
|---|---|---|
| 1B | ~~122.4~~50.7 | ~~36.4~~13.6% |
| 4 | 3.9 | 1.0% |
| 5 | ~~6.6~~24.1 | ~~2.0~~6.5% |
| 6 | 4.6 | 1.2% |
| 7 | ~~207.5~~290.3 | ~~61.7~~77.7% |
| Totals | ~~336.5~~373.6 | 100.0% |

Source: TRPA Land Capability Overly Maps (1"=400'), 1987, and TRPA GIS, 2014.

**Land Coverage**

An analysis of TRPA's LiDAR impervious coverage data estimates that approximately ~~52.2~~48.3% (~~175.7~~ 180.5 acres) of the Tahoe Valley plan area is covered with impervious coverage. Hard coverage accounts for ~~49.5~~46.8% (~~167.3~~173 acres) and soft coverage accounts for 2.5% (~~8.4~~9.4 acres). Most of the plan area's existing coverage ~~is~~ are parking lots (~~55.4~~54.1%); the remainder is equally divided between building structures (~~22.4~~22.4%) and paved roadways (~~21.0~~22.0%). Just over ~~two-thirds~~three-fourths of existing coverage (~~117~~156.7~~.0~~ acres, ~~66.6~~85.7%) is located on high-capability lands with the remaining ~~third~~ quarter located in ~~mapped~~ SEZs (~~58.7~~26.1 acres, ~~33.3~~14.3%). Existing land coverage conditions in the Area Plan is presented in Table 3 below and Figure 8.

**Table 3**
**Existing Land Coverage (acres)**

| Coverage Type | Roads | Trails | Buildings | Other | Total Impervious | Total Area Plan Acreage | Percent Impervious |
|---|---|---|---|---|---|---|---|
| Hard | ~~37.0~~39.7 | ~~1.8~~2.1 | ~~39.3~~40.4 | ~~89.2~~89.0 | ~~167.3~~173.0 | ~~336.5~~374 | ~~49.7~~45.8% |
| Soft | 0.0 | ~~0.4~~0.7 | 0.0 | ~~8.0~~8.6 | ~~8.4~~9.3 | | 2.5% |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Totals | ~~37.0~~39.7 | ~~2.2~~2.8 | ~~39.3~~40.4 | ~~97.2~~97.6 | ~~175.7~~180.5 | | ~~52.2~~48.3% |
| Percent | ~~21.0~~22.0% | ~~1.2~~1.6% | ~~22.4~~22.4% | ~~55.4~~54.1% | | | |

| Existing Land Coverage by Land Capability District (acres) | | |
|---|---|---|
| **Land Capability** | **Total Impervious** | **Percent Impervious** |
| 1B | ~~58.7~~26.1 | ~~33.4~~14.3% |
| 4 | 0.2 | 0.1% |
| 5 | ~~3.6~~8.1 | ~~2.0~~4.4% |
| 6 | 0.5 | 0.3% |
| 7 | ~~113.5~~148.0 | ~~64.6~~81.0% |
| Totals | ~~175.7~~182.8 | 100.0% |
| Source: TRPA GIS Impervious LiDAR Dataset, 2010. | | |

**Water Quality**

Lake Tahoe is Federally ~~-~~designated as an Outstanding National Resource Water pursuant to the provisions found in the Clean Water Act (CWA). The Act states that "[w]here high~~-~~quality waters constitute an outstanding National resource, such as waters of National Parks, State parks and wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected." Its designation provides the maximum amount of protection to the water quality of Lake Tahoe under the CWA, ensuring that no permanent degradation of water quality will occur.

***Stormwater Drainage***

The City and California Department of Transportation (Caltrans) are responsible for reducing erosion and storm water runoff from roads under their jurisdictions. This includes installing curbs, gutters, rock-lined channels, bio-swales, infiltration basins and other improvements that captures runoff and reduce fine sediment loads to Lake Tahoe.

The Tahoe Valley plan area contains a series of natural and human-made systems constructed by the City to convey and treat drainage. The area to the north of the "Y" intersection is collected and treated by two drainage systems (i.e., Gardner Mountain Catchment and Eloise Catchment) that are comprised of conveyance pipes, rock lined ditches, and basins. The outfall for the two catchments is the Tahoe Keys lagoon located between Whitney Drive and Lassen Drive. The lagoon drains into Pope Marsh before entering Lake Tahoe. The area to the south of the "Y" intersection (Upper Truckee River Catchment) is treated by the Tahoe Valley Erosion Control Project. The system collects and treats runoff from much of the densely developed commercial areas near US 50, both north and south of the "Y" intersection, and from the Bonanza and Barton Hospital neighborhoods. Storm water is conveyed through an ephemeral stream and a series of pipes and rock lined ditches, where it is treated in the vicinity of James Avenue and Tahoe Keys Boulevard, before flowing into a ditch north of Sky Meadows and out to the Truckee River. This drainage basin is a high priority for storm water runoff treatment and the City is currently in the planning stages to update the system and design water quality improvements to reduce pollutant loads discharged to the Upper Truckee River.

Storm water runoff along US 50 and SR 89 is the responsibility of Caltrans. Caltrans in the process of constructing a water quality improvement project that runs from the Y intersection to the Lake Tahoe Airport. The first mile of project running from the Y intersection to E Street was constructed in the summer

of 2013. The improvement project will collect and treat runoff along US 50 and also includes the installation of curb, gutter and sidewalks, and the widening of the roadway to accommodate a Class III bike routes. Construction of water quality improvements along SR 89 started in the Fall of 2014 and US 50 from the Y intersection to Trout Creek Bridge is scheduled for 2016.

Figure 9 depicts the existing water quality improvement projects within the plan area.

***Best Management Practices***

Every property within the Tahoe Valley plan area is subject to the requirements of Chapter 60 of the TRPA Code of Ordinances for drainage treatment, paved parking and drives, slope stabilization, revegetation, and providing snow storage areas. The Code also requires property owners to infiltrate the volume of a 20-year/1 hour storm on their property or meet alternative standards in instances where special circumstances limit infiltration. The City requires, and reviews, BMP installation for all projects for which it has reviewing authority under the Memorandum of Understanding (MOU) with TRPA~~.~~. TRPA is responsible for BMP enforcing and permitting retrofits on existing development. The TRPA issues Certificates of Compliance for all projects in the Basin.

According to TRPA's BMP database, 127 out of 400 parcels in the plan area have received their TRPA Certificate of Compliance, resulting in a 32% BMP compliance rate. The compliance rate for commercial uses located within the Area Plan is 47%. Since the BMP compliance rate is based on issuance of a BMP certificate and not on actual BMP installation, the actual rate of BMP installation is higher than the 32% certificate compliance rate.

***Total Maximum Daily Load (TMDL)***

The Total Maximum Daily Load (TMDL) program is a requirement of the Federal Clean Water Act. The program is designed to protect Lake Tahoe, an Outstanding Natural Resource Water, from certain pollutants of concern, including fine sediments, phosphorus, and nitrogen.

Through the Lake Tahoe TMDL, the Lahontan Regional Water Quality Control Board (Lahontan) established five-year load reduction targets to assess each jurisdiction's progress towards meeting overall load reduction goals. Load reduction targets for Fine Sediment Particles (FSP), Total Phosphorus (TP), and Total Nitrogen (TN) have been established based on attainment of California's Lake Tahoe transparency standard (~ 97 feet) over an estimated 65-year implementation period. To meet the requirements of the TMDL Program, 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 4.

**Table 4**
**LOAD REDUCTION TARGETS FOR THE TAHOE TMDL**

| Pollutant | 5-Year Milestone 2016 | 10-Year Milestone ~~2012~~2021 | 15-Year Milestone 2026 | Transparency Standards (~65-Years) |
|---|---|---|---|---|
| Fine Sediment Particles | 10% | 21% | 34% | 71% |

| | | | | |
|---|---|---|---|---|
| Total Phosphorus | 7% | 14% | 21% | 50% |
| Total Nitrogen | 8% | 14% | 19% | 46% |
| Source: Final Lake Tahoe Total Maximum Daily Load, August 2011 | | | | |

In ~~2011~~2016, the City submitted to Lahontan the City's Lake *Tahoe TMDL Baseline Pollutant Load ~~Estimate~~ Update Report* which was subsequently incorporated into the City's NPDES permit. The City's load reduction requirement through ~~2016~~ 2026 under the NPDES permit is shown in Table 5.

**Table 5**
**CSLT ~~2016~~ 2026 LOAD REDUCTION REQUIREMENTS**

| Parameter | Baseline Load (lbs~~.kg~~/year) | Required Percent Reduction | Required Load Reduction (lbs~~.kg~~/year) | Allowable Load (lbs~~.kg~~/year) |
|---|---|---|---|---|
| Fine Sediment Particle (mass) | ~~176,450~~476,677 | ~~10~~34% | ~~14,650~~162,070 | ~~158,800~~314,606 |
| Fine Sediment Particles (# of particles) | ~~1. 94~~2.38E+19 | ~~10~~34% | ~~1. 94~~1.58E+1~~98~~ | 1. ~~75E~~57E+19 |
| Total Phosphorus | ~~789~~2,020 | 21~~7~~% | ~~55~~424 | ~~734~~1,596 |
| Total Nitrogen | ~~3,361~~8,034 | 19~~8~~% | ~~269~~1,526 | ~~3,092~~6,508 |
| Source: ~~City of South Lake Tahoe Pollutant Load Reduction Plan, January 2013.~~ Lahontan Lake Tahoe Municipal NPDEs Permit, Board Order R6T-2022-0046, NPCESA NO. CAG616001 | | | | |

The City ~~authorized~~ completed development of a *Pollutant Load Reduction ~~Strategy Report~~Plan,* ~~to assess potential approaches for define~~defining a path to compliance with the requirements to reduce~~ing~~ pollutant loading to Lake Tahoe from urban stormwater runoff. The goal of the ~~Strategy~~ Load Reduction Report was to identify feasible and ~~cost-effective~~cost-effective actions to meet anticipated targets. ~~Subsequently, i~~In ~~February 2013~~September 2021, the City Council ~~adopted the~~received a draft of the 2021 *City of South Lake Tahoe Pollutant Load Reduction Plan* which documents the City's proposed approach and timeline for meeting the ~~2016~~ 2026 load reduction targets set forth in the City's NPDES permit, which was then submitted to Lahontan in October, 2021 and must be updated and resubmitted September, 2023. ~~Lahontan subsequently approved the City's Load Reduction Plan in June 2013.~~ Proposed strategies outlined in the Load Reduction Plan for meeting the load reduction targets are incorporated in the Area Plan and are discussed in detail in Section 10, Natural and Cultural Resources.

***Underground Sources of Potential Water Quality Concerns***

In 1989, the contaminant tetrachloroethylene (PCE) was first found in drinking water wells near the intersection of Highways 50 and 89 (the "Y" Area). The PCE remains in groundwater and forms a contaminant plume believed to cover more than 400 acres. PCE is a manmade chemical that was used from the early 1960s through the mid-1980s as a solvent for dry cleaning clothes and degreasing metal. Presently, five public drinking water wells have been impacted by the South "Y" PCE Plume. When PCE is

detected in a well, the well is shut down and treatment is added to remove the contaminant, or an alternative source of drinking water supply is provided.

The South "Y" Plume extends north from the South "Y" to the Tahoe Keys, and toward Lake Tahoe. Groundwater used by wells operated by the Lukins Brothers Water Company (LBWC) and Tahoe Keys Property Owners Association (TKPOA) have been impacted by the plume. During the 1990s, the South Tahoe Public Utility District (STPUD) installed a treatment facility to remove PCE from four drinking water wells. Today, three of the wells have been destroyed and the remaining well is currently not used. In 2009, TKPOA installed a treatment system to remove PCE from groundwater at one of its wells. In 2014, Lukins discovered PCE in two wells and immediately stopped using them. All three drinking water systems are interconnected, and the water providers have the ability to share water and are working together to ensure the entire community has access to reliable and safe drinking water.

The Lahontan Regional Water Quality Control Board is the state regulatory agency overseeing the enforcement and cleanup of contaminated groundwater. Lahontan has conducted numerous investigations to determine the source of PCE and is working with the responsible parties to determine the total extent of the contamination and approaches to resolve the issue, through either remediation or treatment. The South Tahoe water providers are working together to develop and implement short-term fixes and long-term solutions to provide clean drinking water while the underlying issues with the groundwater PCE plume are being addressed.

South Tahoe Public Utility District's system includes 1,700 sewer laterals (the portion of the sewer system connecting the building to the main). Twenty-two percent (22%) of these are over 40 years old, 39 percent are 30 to 40 years old, 24 percent are 20 to 30 years old, and only eight percent are less than 10 years old. While a lateral can last 50 to 100 years, its life expectancy is determined by its material, original installation, root intrusion or external pressure, soil stability and chemical makeup, high water tables, corrosion (sometimes from the hydrogen sulfide gas present in the sewer system), and forces leading to structural failure.

***Source Water Considerations***

TRPA-designated "source water protection zones" overlay much of Tahoe Valley. These protection zones consist of a fixed 600-foot radius circle around wells that provide drinking water from an aquifer with five or more service connections. Source Water Protection Zones were broadly mapped by TRPA in 1999. Table 6 shows the wells on TRPA's Source Water Assessment Map (12-2-99) that are located in the plan area and Figure 10 shows their locations.

**Table 6**
**TRPA Source Water Wells**

| APN/Well Number | Status | Name/Owner |
|---|---|---|
| 02316106W11 | Active | Washoe Motel |
| 02316133W11 | Active | CMO Properties |
| 02318201W11 | Active | Bel Pac South |
| 02318131W11 | Active | Well #3 (Lukins Bros) |
| 02319107W11 | Active | Crystal Range Motel |
| 02308110W11 | Inactive | South Y Well (STPUD) |

| Table 6<br>TRPA Source Water Wells | | |
|---|---|---|
| **APN/Well Number** | **Status** | **Name/Owner** |
| 03214106W11 | Active | Tahoenian Apartments |
| 03220112W11 | Active | Matterhorn Motel |
| 03220104W11 | Active | Tahoe Sundowner |
| 02321141W11 | Active | Matterhorn Motel |
| 03104403W11 | Inactive | Helen Ave. #1 (STPUD) |
| 03104404W11 | Inactive | Helen Ave. #2 (STPUD) |
| 02322139W11 | Inactive | Little Truckee MHP |
| 02365518W11 | Active | Well #4 (Lukins Bros) |
| 02380215W11 | Inactive | Clement Well (STPUD) |
| 03230202W11 | Inactive | Julie Well (STPUD) |
| 03224212W11 | Inactive | Tata Lane #3 (STPUD) |
| 03224211W11 | Inactive | Tata Lane #2 (STPUD) |
| 03214106W11 | Active | Turney Building |
| 03221118W11 | Active | Airport Well |
| 03305021W11 | Active | Stalls Building |
| | ~~03221118W11~~ | ~~Active~~ ~~Airport Well~~ |
| | ~~03305021W11~~ | ~~Active~~ ~~Stalls Building~~ |
| Source: TRPA Source Water Assessment Map, December 1999. | | |

TRPA Code [Section 60.3.3] defines "possible contaminating activities" as activities equivalent to TRPA primary uses identified by either the California Department of Public Health Services 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. Some of the existing and permissible industrial uses in the Industrial District qualify under this definition. New project applications for uses that constitute possible contaminating activities within these zones must make findings based on criteria established in Chapter 60 of the TRPA Code in order to be approved. The following uses are considered possible contaminating uses in Section 60.3.5 of the TRPA Code:

**Residential**

1. Domestic animal raising

**Commercial**

1. Service stations
2. Auto repair and service
3. Business support services
4. Laundries and dry cleaning plant
5. Repair services
6. Batch plants
7. Fuel and ice dealers

8. Industrial services
9. Recycling and scrap
10. Storage yards
11. Vehicle storage and parking
12. Vehicle and freight terminals

**Public Service**

1. Airfields, landing strips, and heliports
2. Collection stations
3. Hospitals
4. Local public health and safety facilities
5. Regional public health and safety facilities
6. Power generating
7. Public utility centers
8. Schools

**Linear Public Facilities**

1. Transit stations and terminals

**Recreation**

1. Beach recreation
2. Boat launching facilities
3. Developed campgrounds
4. Golf courses
5. Marinas
6. Recreational vehicle parks
7. Rural sports

**Resource Management**

1. Timber stand improvement
2. Grazing
3. Range pasture management

**Watershed Improvements**

1. Runoff control

**~~Shorezone~~Shore zone**

1. Construction equipment storage
2. Seaplane operations
3. Tour Boat operations
4. Water-oriented outdoor recreation concessions

Businesses with fuel tanks or other potentially contaminating materials used as part of their operations are required to have spill contingency plans that address how to respond to accidental spills. Plans meeting specific content requirements are required for potentially contaminating activities located within a Source Water Protection Zone.

**Cultural Resources**

Eight archaeological and historical investigations were previously conducted within the Tahoe Valley plan area. These investigations identified historic sites CA-Eld-721-H and CA-Eld-2240-H. Site CA-Eld-721-H is a portion of the Pony Express Trail that generally follows the alignment of U.S. Highway 50. Site CA-Eld-2240-H is a historic road that passes through the plan area. In addition, a heritage resources study was conducted specifically for the Area Plan (Lindström and Rucks, 2006). This study did not include a formal archaeological survey or architectural inventory of the Tahoe Valley plan area, but did identify areas that are important to the Native American community and potentially significant historic buildings and structures (e.g., motels/auto courts) within the Area Plan. In addition, the Barton Ranch is located within the plan area at 1080 Emerald Bay Road and is listed on TRPA's Historic Sites Maps (1984).

The study concluded in more recent times, the "Y" appears to have been a central point for historical interactions between Washoe and non-Washoe and it seems to continue to represent this period of adjustment in Washoe history. Interviews with Washoe participants demonstrated that the "Y" has remained an important travel corridor, meeting place, and access point to post-contact Washoe camps and work opportunities associated with ranching. Although the study indicates no point specific Washoe "sites" within the plan area, it did recommend that project planning should be sensitive to traditional Native American values and recommends on-going communication with the Washoe Tribe to determine the significance of historic buildings and sites (Lindstrom & Rucks, 2006).

The Mosher Family who owns the Barton Ranch commissioned a report, entitled "Historic Architectural Resources Studies W.D. Barton Ranch," in February 2009. The report provides information on the historical context of Barton Ranch and its role in Lake Tahoe ranching and Native American significance. The buildings are associated with the livestock and dairy industries in the Tahoe Basin, an important era in the history of Lake Tahoe. The property is also associated with an important Lake Tahoe family, the Bartons, who were longtime ranches in the area, and who donated the land for the Barton Hospital, which is located within the plan area. The report concluded that the Barton Ranch Complex is eligible for listing on the National and California Registers at the local level of significance and could serve as a historical centerpiece if the adaptive reuse of the ranch can be economically viable and the interest of the property owners are protected (Marvin, 2006)

**Recreation**

There are no City-owned or -operated recreational facilities within the plan area. Informal recreational activities available within Tahoe Valley include bicycling, running, jogging, walking along city streets and designated routes and paths.

South Tahoe High School (located just east of the Tahoe Valley plan area) has tennis courts, ball fields, and a gymnasium. Tahoe Valley Elementary School (located just north of the Tahoe Valley plan area) has play areas. Nearby forest lands managed by the Forest Service provide opportunities for active and passive outdoor recreation. The plan area is the gateway to the Forest Service's South Shore Recreation Area, which contains beach access, bike trails, the Tallac Historic Site, a Visitor's Center (with its Stream Profile Chamber and newly reconstructed amphitheater), and Camp Richardson Resort. Located within three miles of the "Y" intersection, all of these areas provide for some of the recreation needs of the nearby residential neighborhoods, as well as for visitors, and are accessible by bike routes and bike paths that either run through or adjacent to the plan area (See Figure 6).

**Scenic Resources and Community Design**

The Tahoe Valley plan area consists of 482 public and privately owned parcels that include residential, commercial, tourist accommodation, industrial, and public service land uses. Land uses to the west, north, and northeast of the plan area consist of residential subdivisions dating from the 1960s through the 1990s. Immediately adjacent to the plan area to the east lies a large open space area (stream environment zone [SEZ]) consisting of the floodplain for the Upper Truckee River, which is near the eastern boundary of the plan area. Commercial uses are the primary land use in the plan area and include clothing stores, factory outlets, automotive supply stores and dealerships, drug and liquor stores, restaurants, and supermarkets. Buildings and other structures in the plan area range in age and physical condition from the 1890s to recent construction. They are provided in strip development along US 50 and SR 89. Identified issues for the plan area's current form of development include many curb cuts for driveway access, small and fragmented parcels, stand-alone structures, old motels, sprawling parking lots, and lack of coordinated sidewalks, bike paths, landscaping, and other related amenities.

As described above, the existing visual landscape characteristics of the plan area consist of urban development intermixed with forest conditions. Existing urban development transitions into natural and forest conditions at its southern boundary along the US 50/SR 89 corridor as well as at the northern boundary along SR 89. The eastern boundary transitions to the open stream environment zone area associated with the Upper Truckee River. From within the plan area views of mountains looking east towards Heavenly Mountain Ski Resort (Gunbarrel ski run is visible) as well as views of Tahoe Mountain looking west are visible from US 50 and the "Y" intersection. These views are not currently identified as TRPA designated resources.

TRPA has adopted three separate regional scenic resource thresholds: 1) Travel Route Ratings; 2) Scenic Quality Ratings of individual resources; and 3) Scenic Quality Ratings of individual resources seen from public recreation areas. All are numerical in nature. The first two thresholds apply to scenic resources visible from the Region's state and federal highways and Pioneer Trail and from Lake Tahoe itself. The 2011 Threshold Evaluation concluded that regionally, all three threshold indicators are "at or somewhat better than target." (TRPA, 2012a).

**Roadway Travel Units**

The plan area contains a portion of Roadway Travel Route Unit #1, Tahoe Valley, a portion of Roadway Unit #35, Al Tahoe, and Roadway Unit #36A, Airport Area. All three roadway units are currently out of attainment; however, Unit #1 and Unit #36A are near attainment. The 2011 Threshold Evaluation noted that recent installation of curbs, gutters, and sidewalks have improved the road structure component score in Unit #35. Recent constructed improvements along US 50 and SR 89 and those planned in the near future are expected to improve the overall threshold rating scores in the near future. Figure 11 depicts the locations of the Roadway Travel Units and Table 7 below indicates the current threshold rating scores.

**TABLE 7**
**THRESHOLD TRAVEL ROUTE AND SCENIC QUALITY RATINGS**

| Unit | 1982 | 1991 | 1996 | 2001 | 2006 | 2011 | 2015 | 2019 | Needed for Attainment |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 11.0 | 11.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 13.0 | +~~3~~2.5 |
| 35 | 7.0 | 7.5 | 7.5 | 7.5 | 8.0 | 8.5 | 8.5 | 9.5 | +~~7~~6.0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 36A[1] | 0.0 | 0.0 | 0.0 | 10.5 | 13.0 | 13.0 | 13.0 | 13.0 | +2.5 |

Source: TRPA ~~2011~~ 2019 Threshold Evaluation.

1. In 2001, Roadway Unit 36 was segmented into three sub roadway units: 36A, 36B and 36C.

As identified above, the three roadway units along SR 89 and US 50 are identified for scenic quality improvement by the TRPA in the Scenic Quality Improvement Program (SQIP). While the TRPA ~~2011~~ 2019 Threshold Evaluation recognizes these roadway units have seen some improvements associated with recent development, it calls for continual implementation of the SQIP recommendations at the project level to ensure continual scenic improvements. The 2019 Threshold Evaluation noted the following improvements that have been made in the Tahoe Valley area ~~in the Area Plan~~.

- Construction of sidewalks and rock retaining walls along Lake Tahoe Boulevard and sidewalks along Emerald Bay Road.
- Replacement of the amusement park with the Hanger Beer Garden and façade improvements on the existing structure.

**Scenic Quality Ratings**

There are only two designated resources within the boundaries of the Area Plan: Scenic Resource #35-1 and #36-7. Both resources are designated views of natural landscapes as seen from US 50. Both resources have low scenic quality rating of 1 because of the dominance of the built environment. Both resources are currently in attainment. While there are no prominent designated scenic resources in the plan area, there is the following scenic resource located adjacent to the plan area that has a moderate rating:

- Scenic Resource 35.2: Views of the Truckee River and associated stream environment zone on both sides of US 50.

**Scenic Resource Visible from Public Recreation Area and Bike Trails**

The 1993 Lake Tahoe Scenic Resource Evaluation established numerical standards for the scenic quality of lands visible from designated public recreation areas and bike trails. Within the plan area there are no designated recreation sites but there are two identified bike trails: the Tahoe Valley route and Tahoe Valley to City Limits route (see Figure 11).

The Tahoe Valley route serves uses located south and east of US 50. The route runs along Helen Street from Winnemucca Street towards the "Y" intersection, then heads south along Melba Street and ends at the US 50 junction. The route runs primarily through residential neighborhoods and connects users to the commercial node at the "Y" intersection.

The Scenic Resources Evaluation identified two views of the natural landscape visible from the bike route:

- Scenic Resource 9-1: Landscape view of scattered forest vegetation interspersed with residential and commercial uses; and
- Scenic Resource 9-2: Infrequent views of mountain backdrop.

This segment of bicycle route is not of high scenic quality with both views rated as fair. Its primary value is as an alternative transportation route along US 50 for visitors and residents. According to the 2011 Threshold Evaluation, these scenic resources are still in attainment.

**Open Space**

Open space in the plan area includes both undeveloped private lands, environmentally-sensitive public lands, and lands used for stormwater treatment. The plan area contains 36 parcels (20.2 acres) that are currently in open space (Table 1). This accounts for 6 percent of the total land in the plan area.

**Public Health and Safety**

***Flooding***

According to the National Flood Insurance Program Map for the City of South Lake Tahoe, the majority of the Tahoe Valley plan area lies outside the 100-year floodplain. Some areas located adjacent to the Upper Truckee River, east of the plan area, are included within Zone X and Zone AE. Zone AE is identified on FEMA maps as subject to inundation by the 1-percent-annual-chance flood event. Zone X are areas of moderate flood hazard from the principal source of flood in the area. Portions of the plan area impacted by Zone X and Zone AE include a small portion of Helen Avenue, Truckee Drive south of Lake Tahoe Boulevard, and east of James Avenue in the vicinity of Motel 6. The remainder of the plan area is located outside the 100-year floodplain.

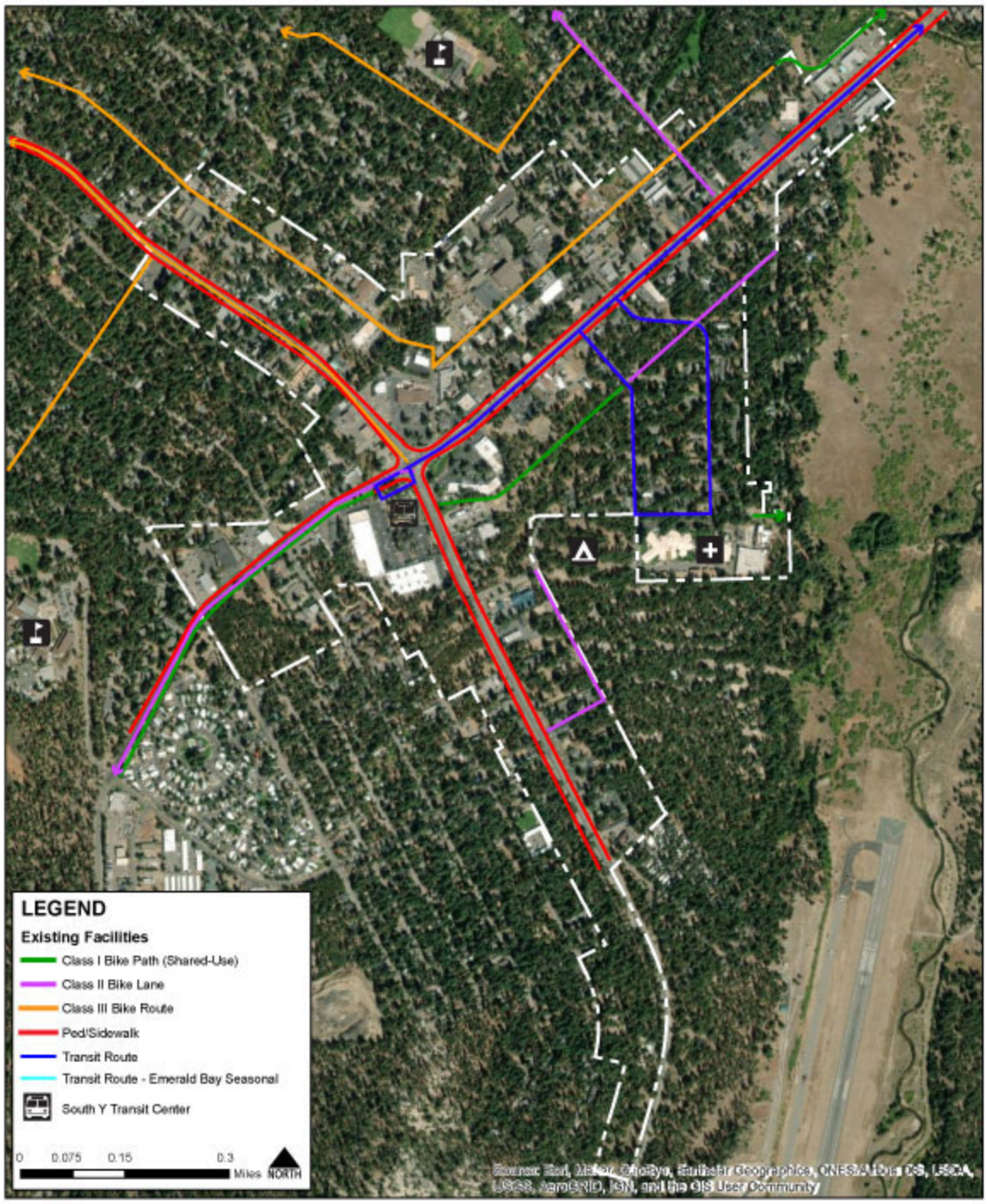
***Noise***

TRPA has adopted noise standards for the Tahoe Basin. The noise thresholds are Community Noise Equivalent Level (CNEL) values for the various land use categories and single event (Lmax) standards for specific noise sources. CNEL is the metric used by TRPA for determining land use compatibility. The ~~maximum~~ CNEL standard for the Tahoe Valley Area Plan is ~~65~~60, except for the Healthcare District, where 55 CNEL is the standard, and the Commercial Mixed-Use Services where the standard is 65. The maximum CNEL for the SR 89 and US 50 corridors is 65 CNEL. ~~The CNEL threshold of 65 dBA that applies to industrial areas was adopted as a result of the 1996 threshold evaluation recommendations.~~ No one activity, nor combination of activities, is allowed to exceed the applicable CNEL level. CNELs are calculated pursuant to Chapter ~~23~~ 68 of the TRPA Code of Ordinances.

While the airport does not fall within the boundaries of the Area Plan, its associated overflight zones and noise contours do. According to the ~~Comprehensive Land Use Plan (CLUP)~~ALUCP for Lake Tahoe Airport (adopted ~~July 1990, amended December 2004~~August 2019), the ~~65~~ 50 and 55 dB CNEL contour extends into a portion of the plan area.

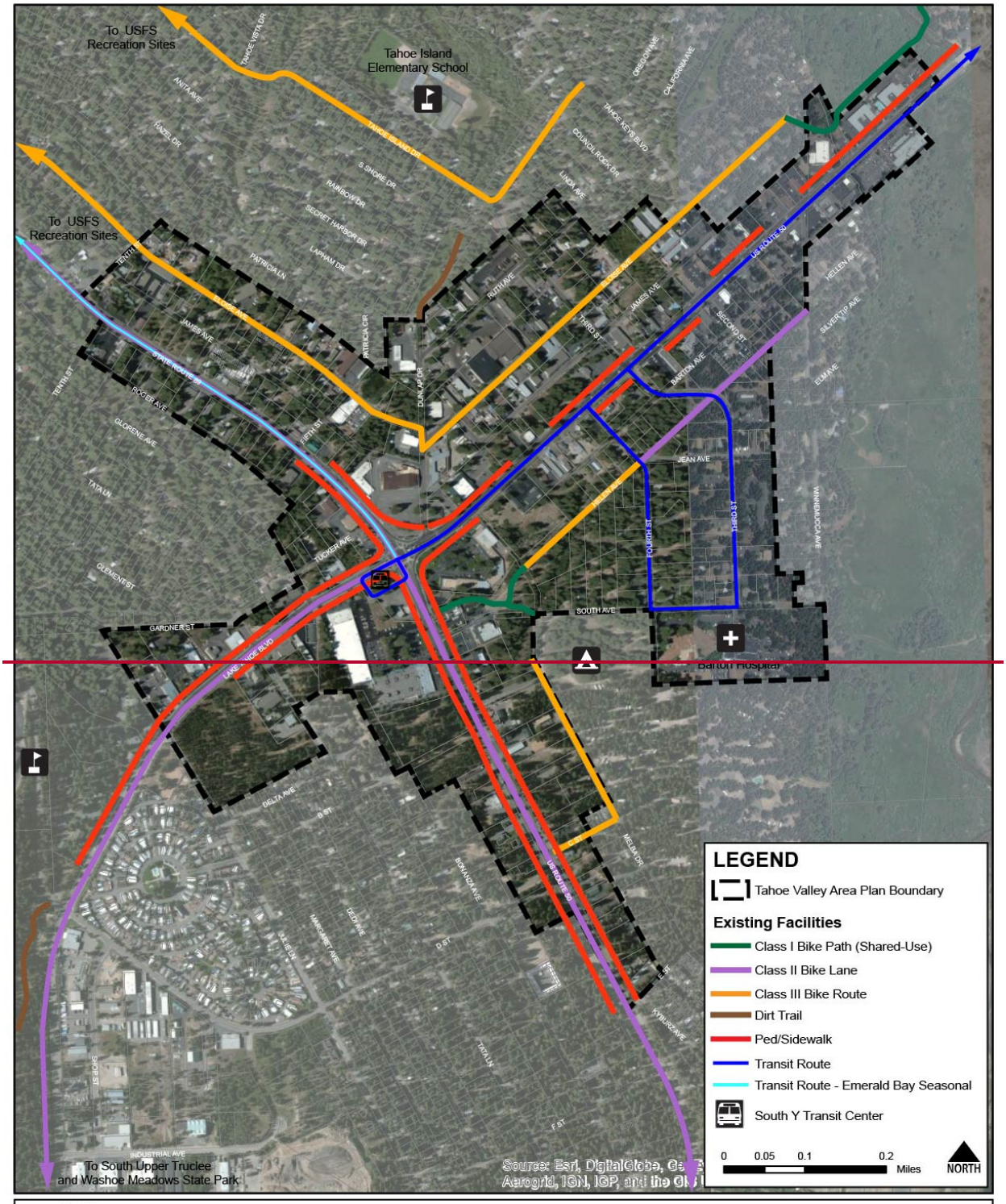
***Fire***

Fire Station #3 is located within the plan area at 2101 Lake Tahoe Boulevard. The facility is owned by the City and is one of four that serves South Lake Tahoe. This station services the Tahoe Valley area with response time between three and five minutes. The Fire Department also provides local ambulance service, and has mutual aid agreements with other fire and emergency response agencies in the Tahoe Region.



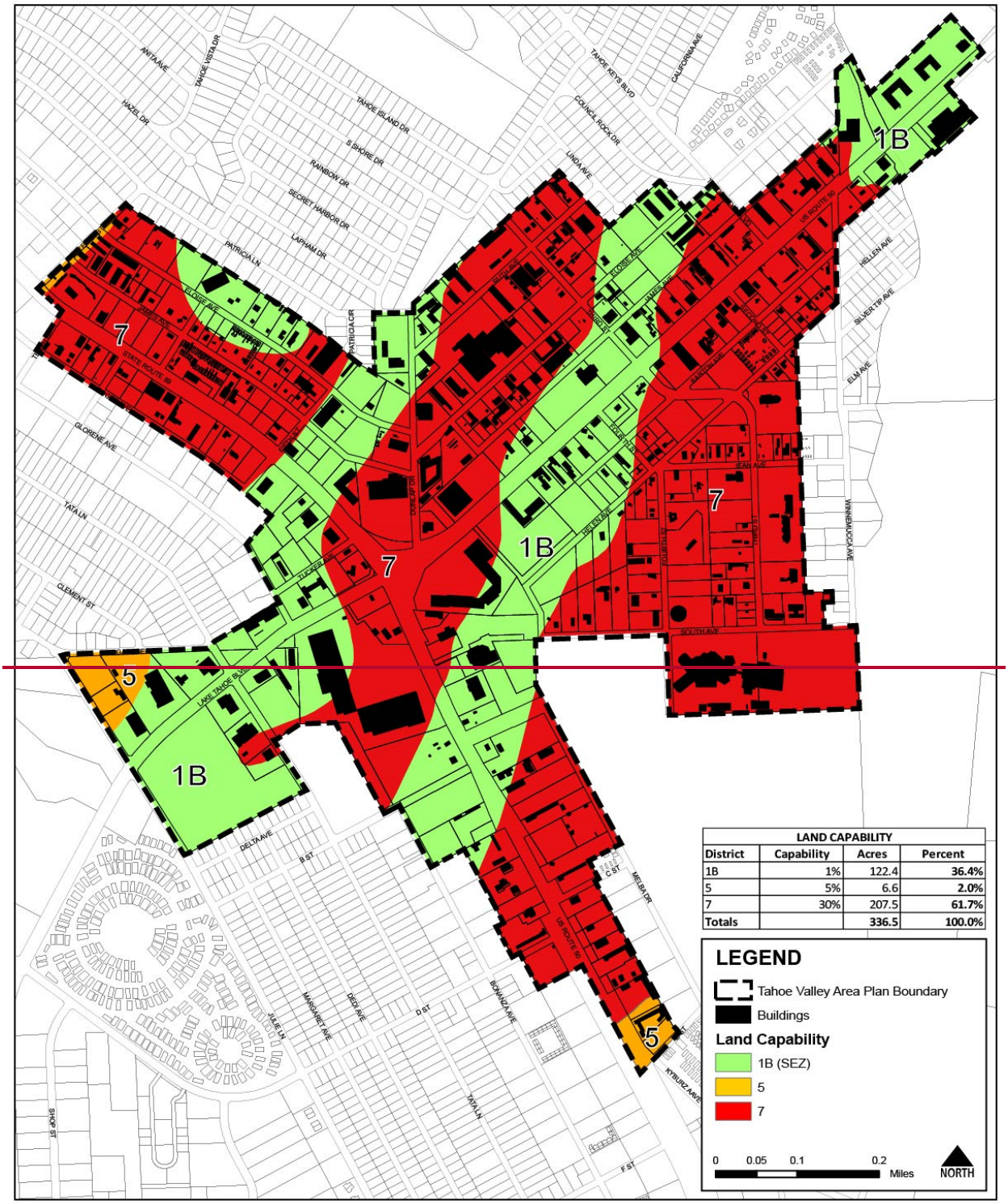

CITY OF SOUTH LAKE TAHOE

**Figure 6**
Existing Transportation Facilities
April 2023



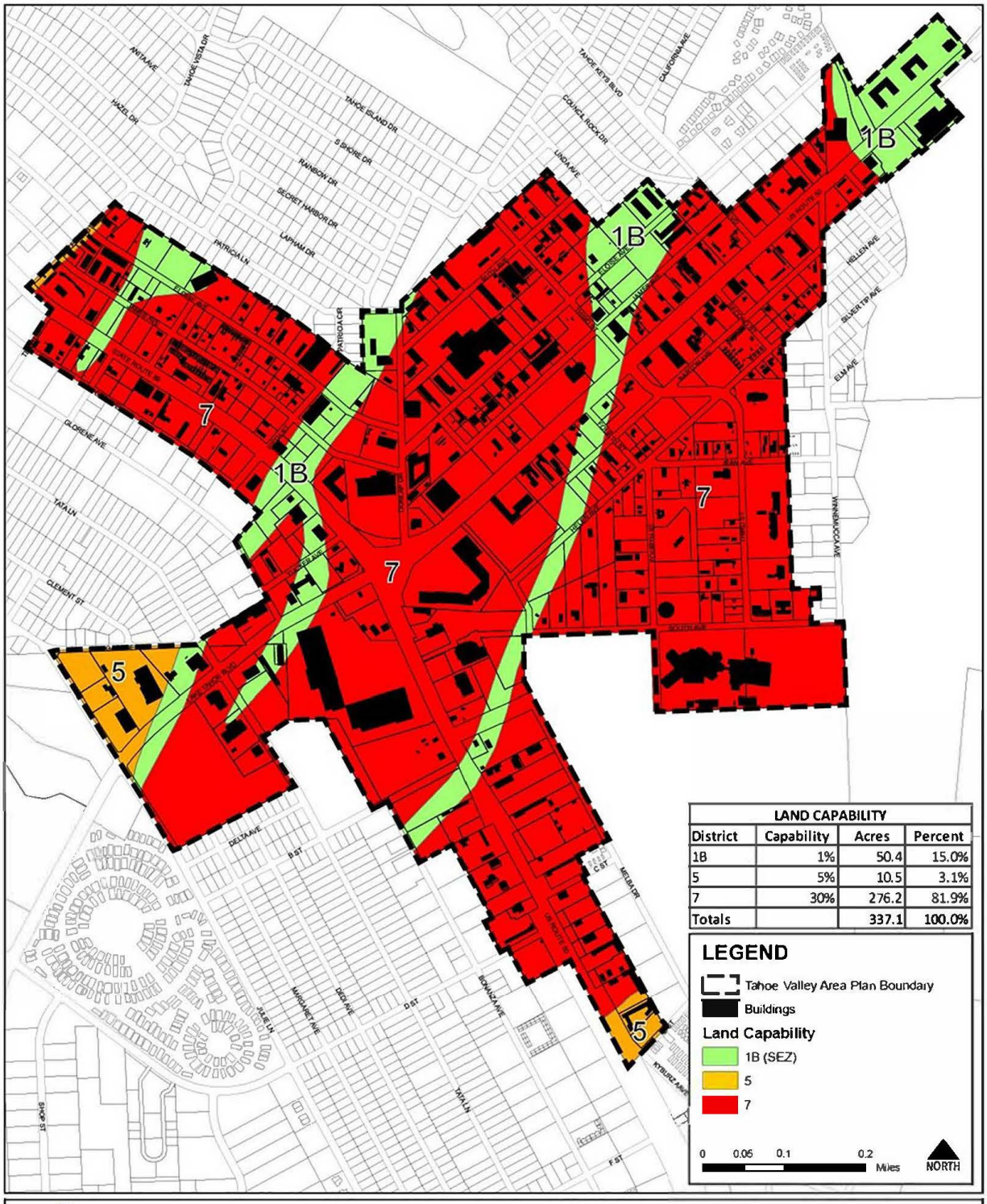

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 6
Existing Transportation Facilities
March 2015




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 7
Mapped 1987 Land Capability Districts
March 2015




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 7
Mapped 2015 Land Capability Districts
March 2015

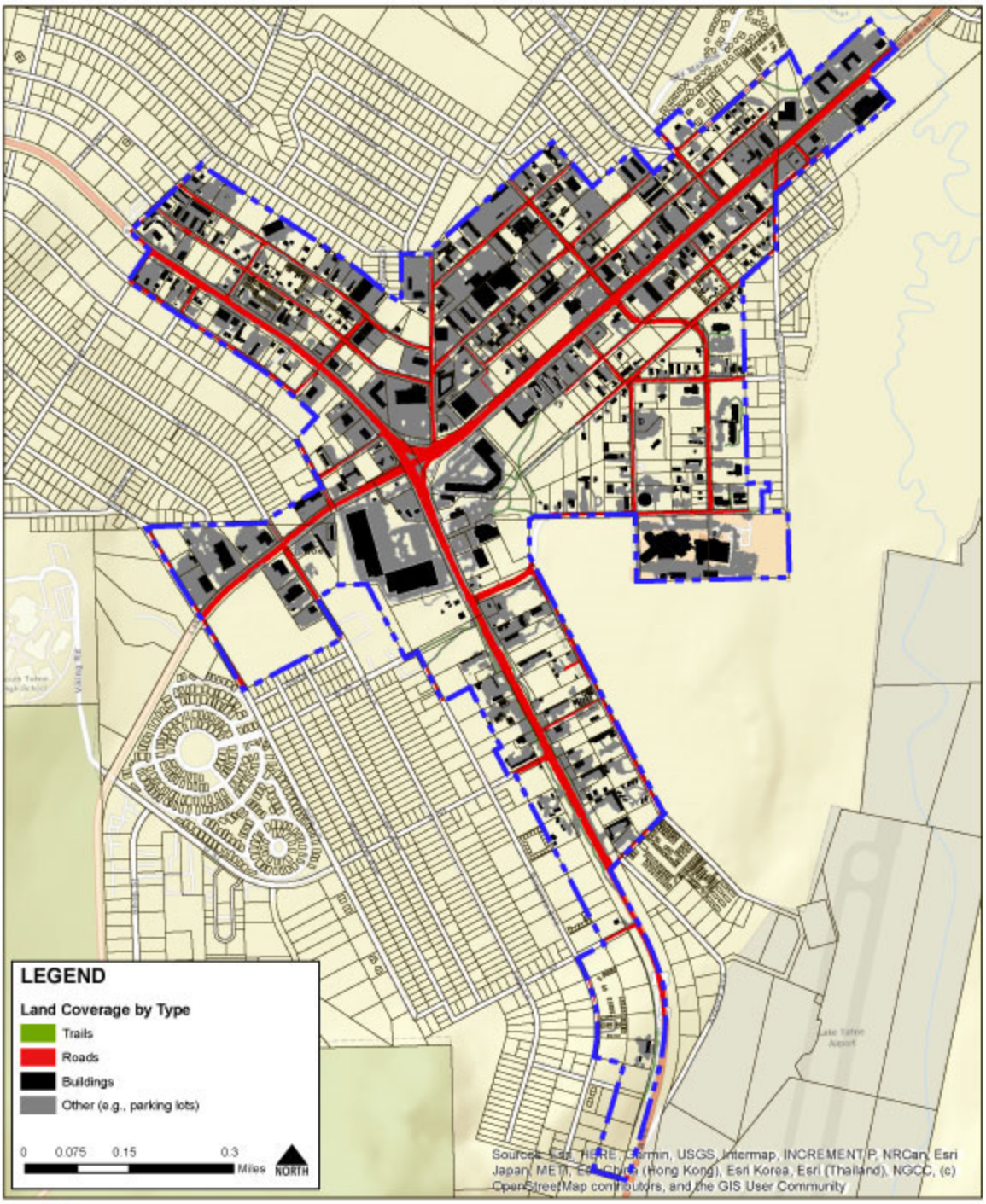
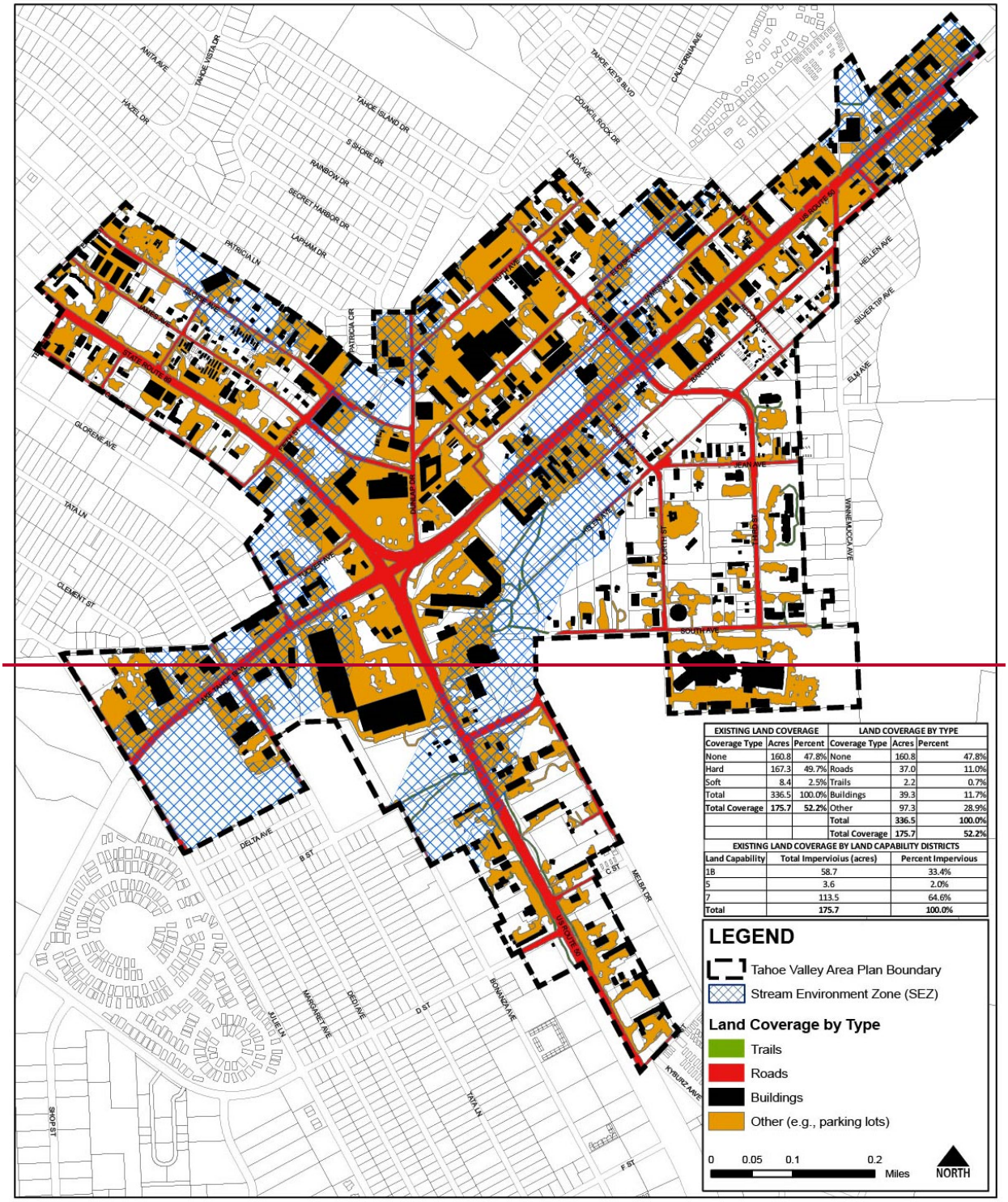



**Figure 8**
Existing Land Coverage
April 2023




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 8
Existing Land Coverage
March 2015

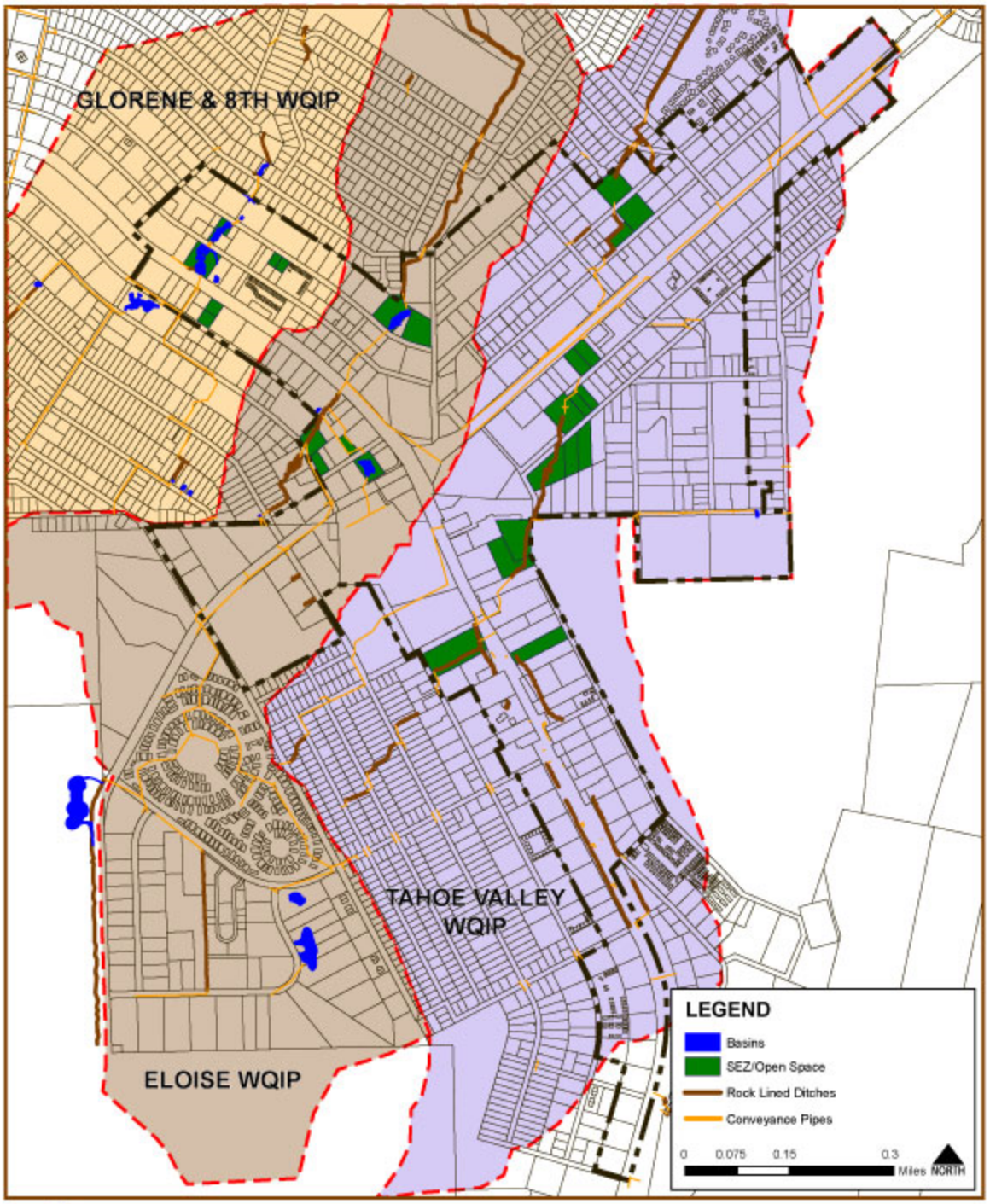
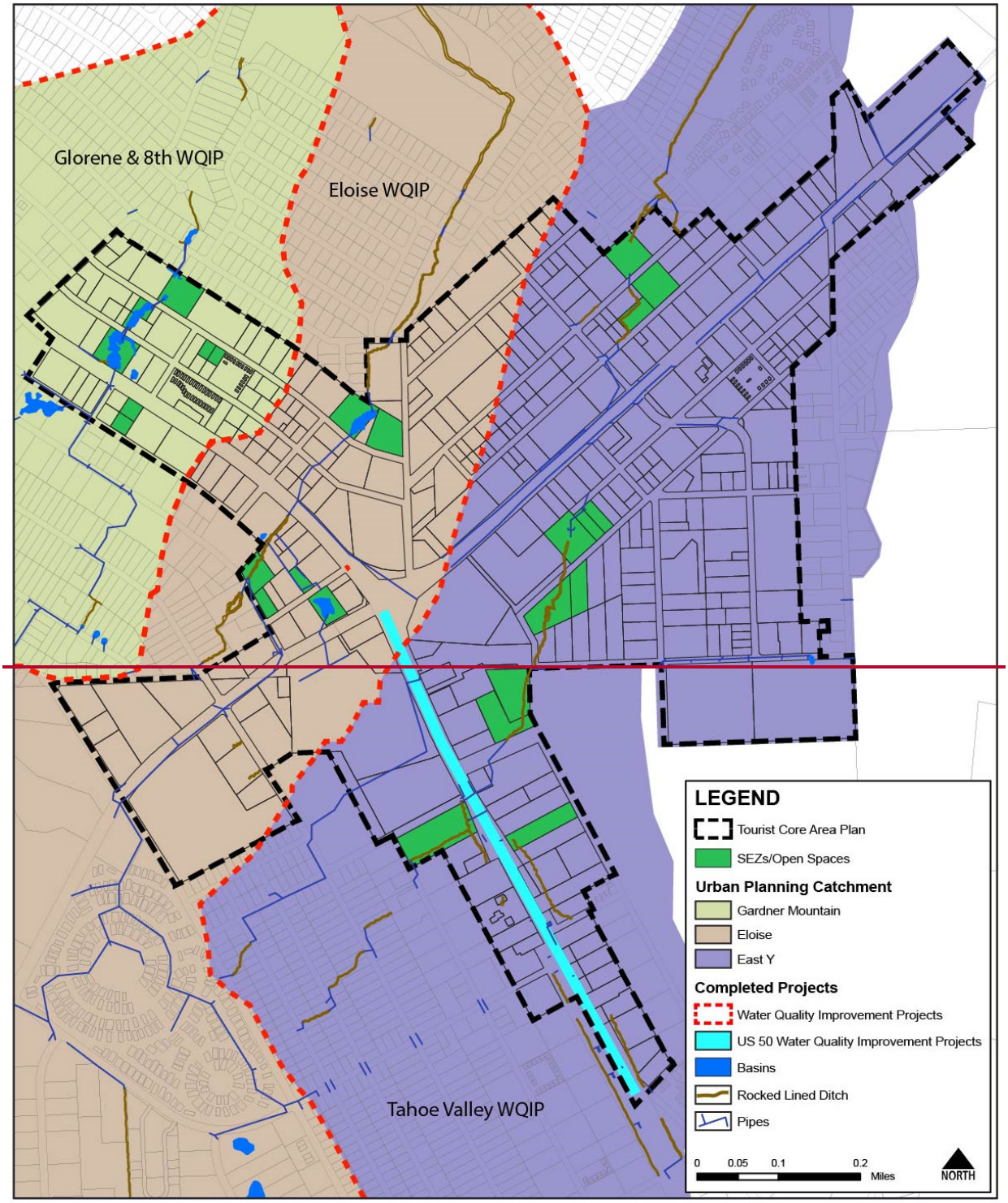
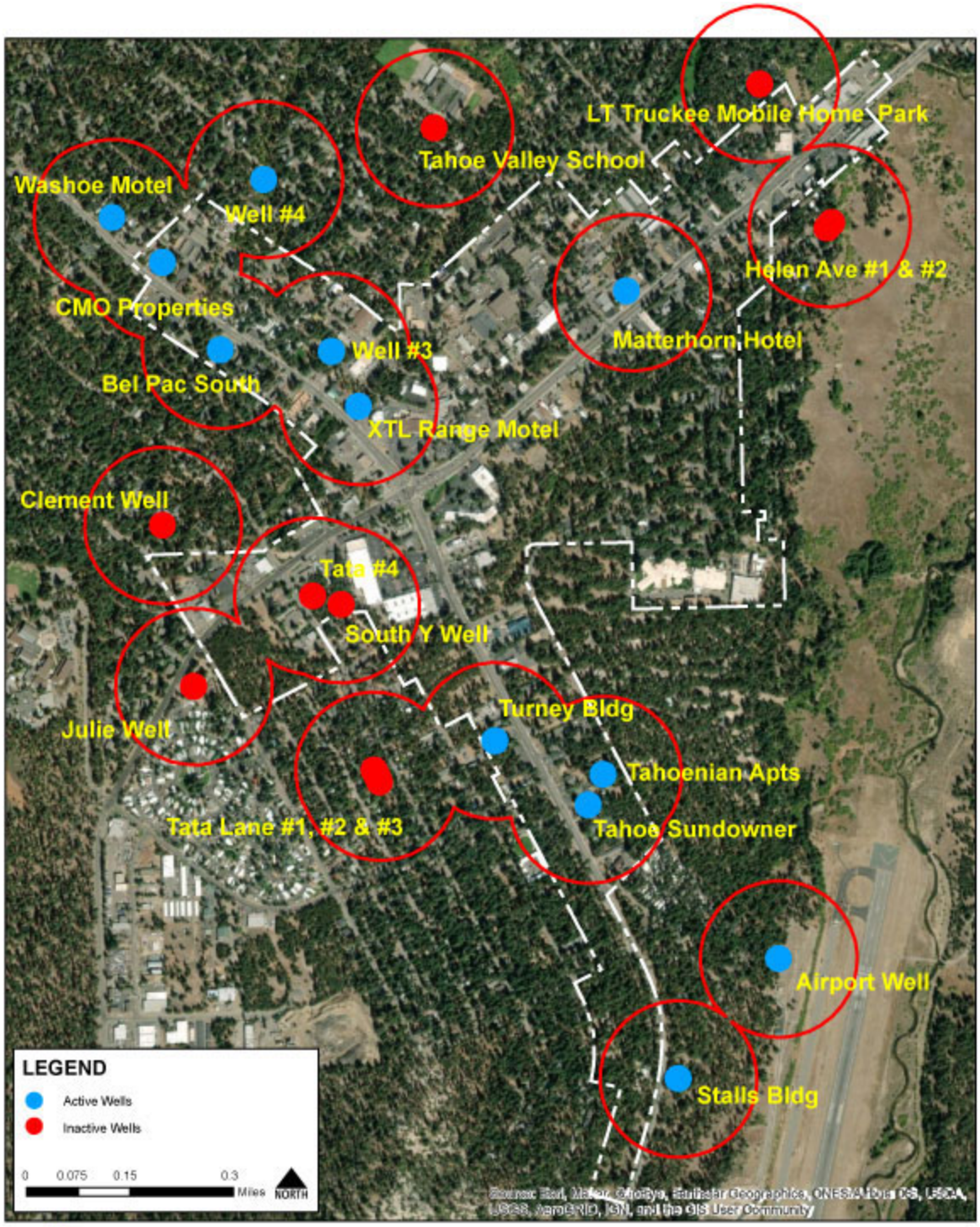



**Figure 9**
Stormwater Infrastructure
April 2023



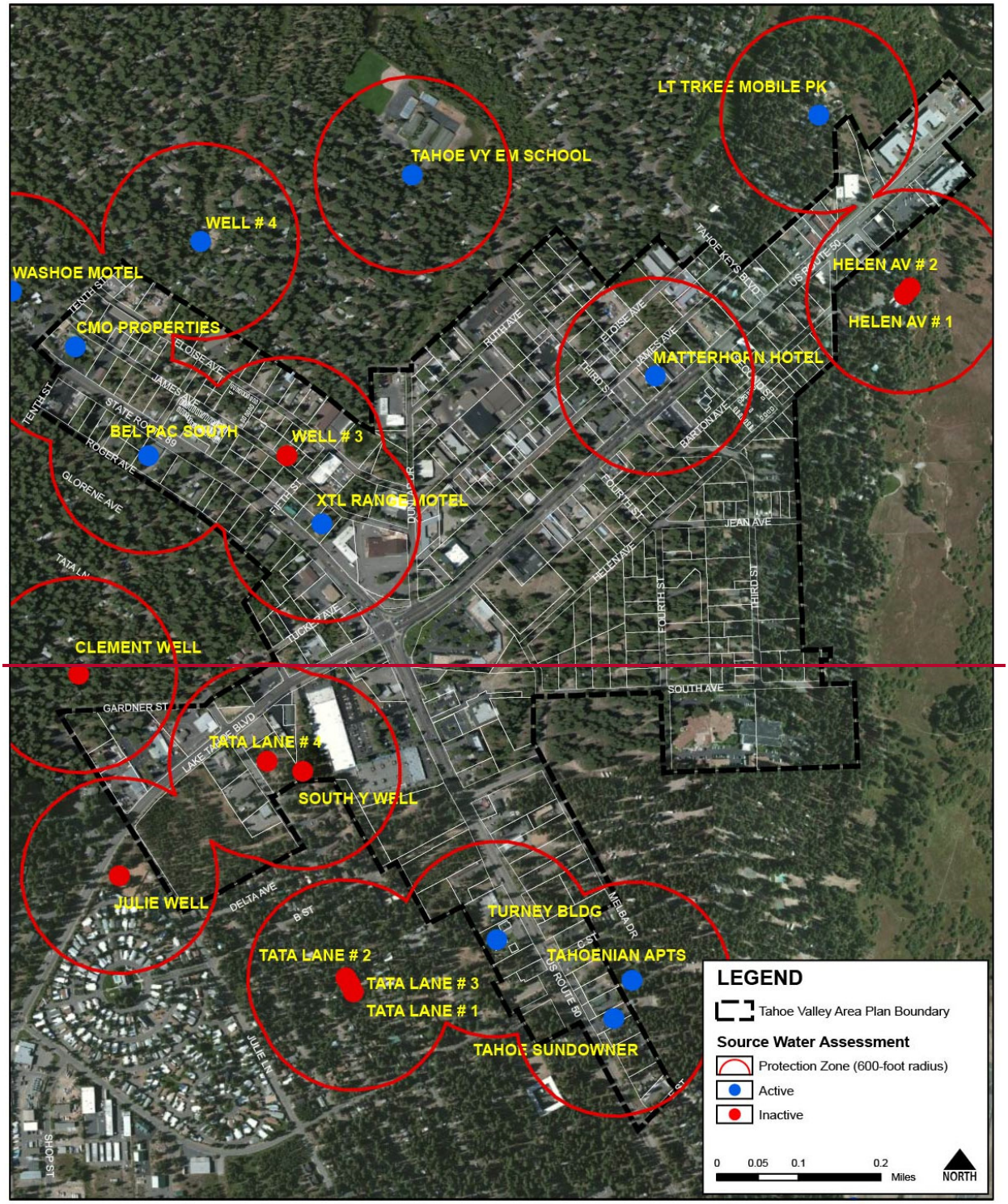

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 9
Existing Water Quality Improvements
March 2015



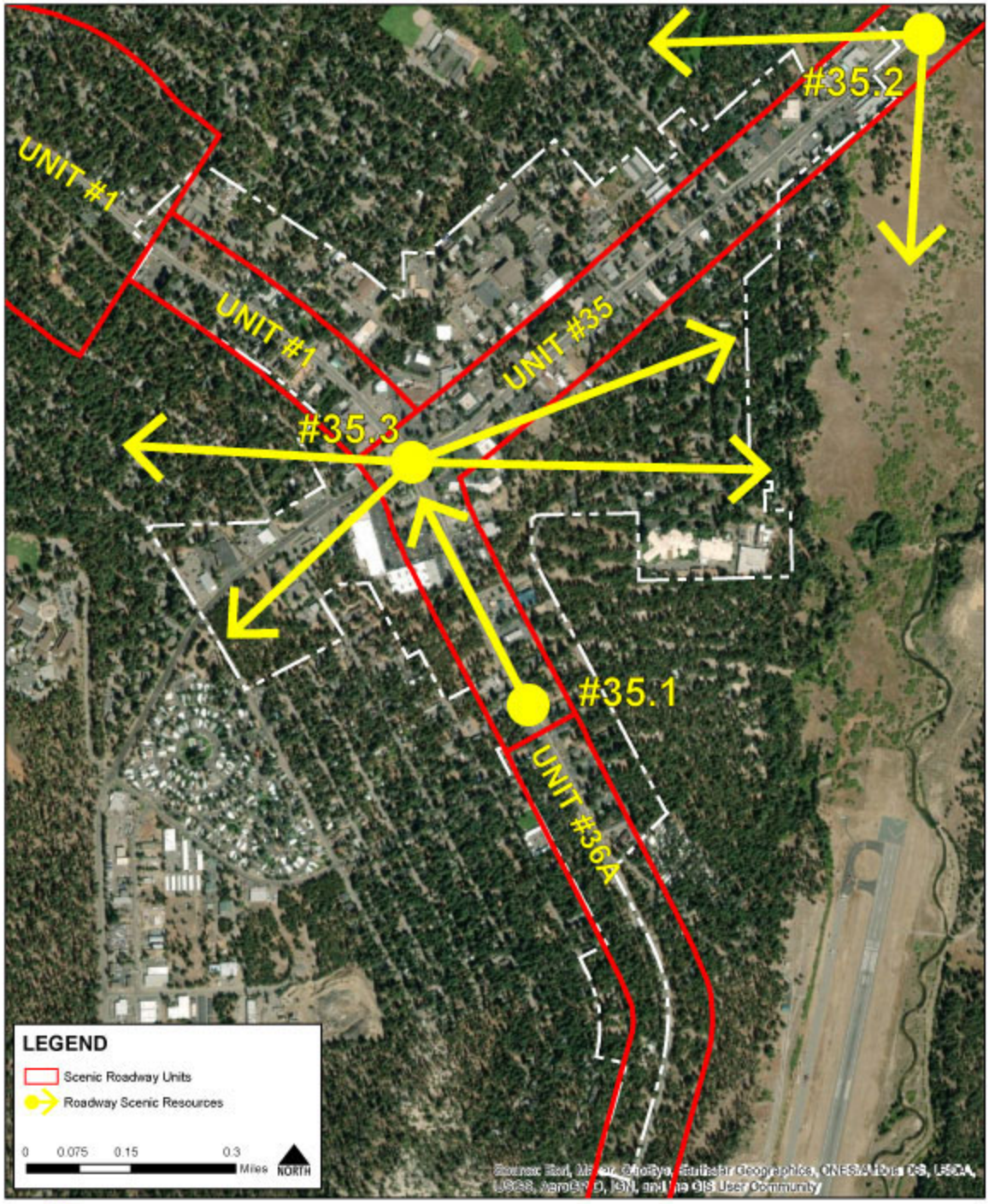

CITY OF SOUTH LAKE TAHOE

**Figure 10**
Source Water Map
April 2023



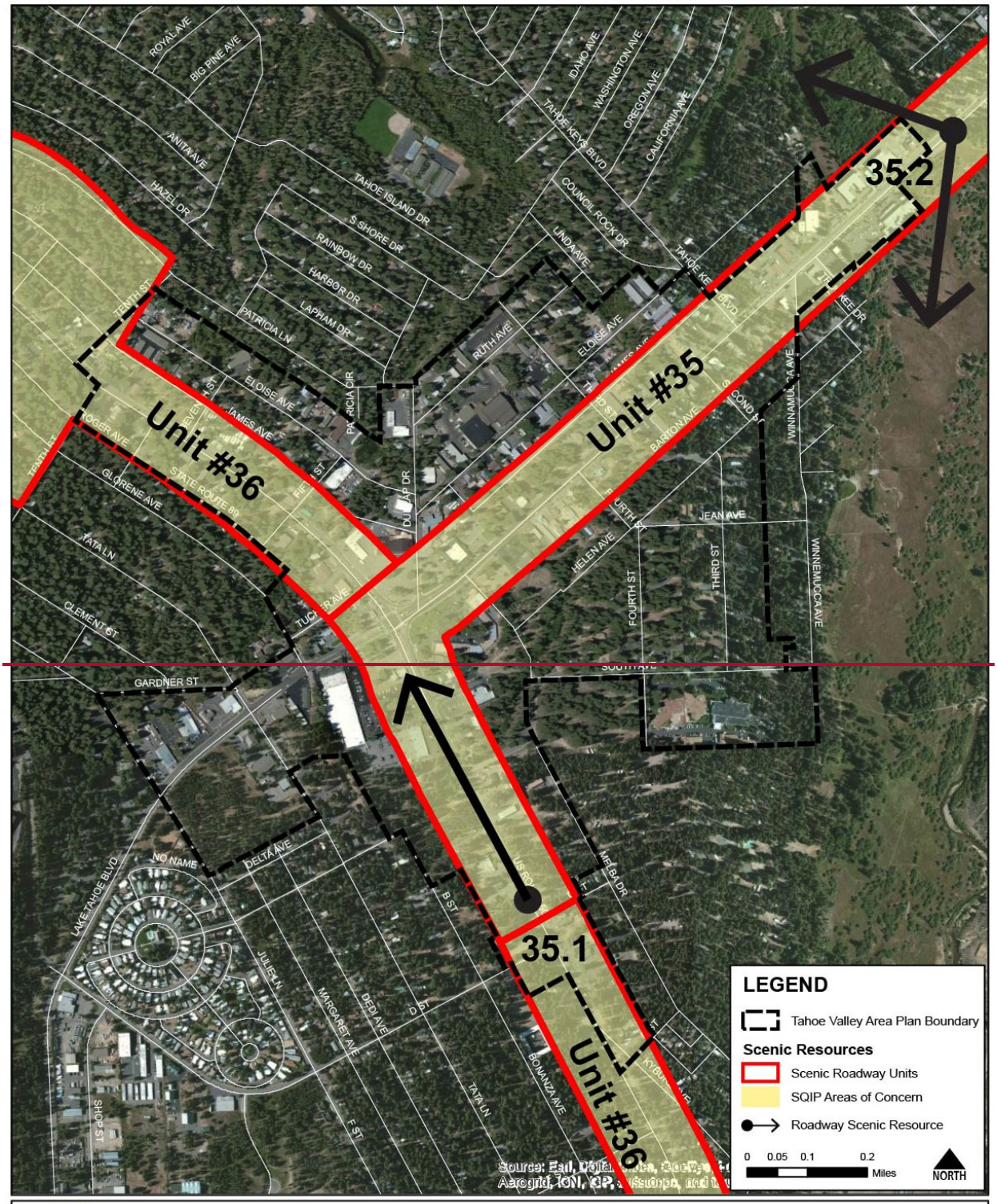

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 10
Source Water Assessment Map
March 2015




CITY OF SOUTH LAKE TAHOE

**Figure 11**
Scenic Resources
April 2023




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 11
Existing Scenic Resources
March 2015

# SECTION 4
# Vision and Guiding Principles



The Tahoe Valley Area Plan reflects the City of South Lake Tahoe's effort to rekindle the economic vitality and spirit of the Tahoe Valley community. The Tahoe Valley area is ready to recapture its local prominence, and the Area Plan outlines the strategy for the area's resurrection. This section summarizes the community's vision for the future of the Tahoe Valley. It also summarizes the guiding principles that were used to develop the Land Use Zoning Districts and the Plan's goals, objectives, and policies.

## 4.1 Vision Statement

The City aims to focus the energy of local residents, landowners, developers, and public officials to spark the transformation of the Tahoe Valley area and, in turn, the entire City of South Lake Tahoe. The City intends to use the Tahoe Valley Area Plan to create physical, social, and economic links that will improve the Tahoe Valley area and create a sustainable community. The vision for the Tahoe Valley area is as follows:

*"We shall transform the Tahoe Valley area into a strong and vibrant business district, creating a community that includes continuous and complimentary developments. We shall embrace outdoor enthusiasts and provide a healthy balance of commerce, employment, entertainment, and livability. Our Area Plan will create smaller, safer pedestrian-friendly districts that encourage patrons to visit multiple destinations for each vehicle trip. Our plan shall encourage retail businesses and services that meet local needs, encourage local ownership, and appeal to visitors seeking to mix with the local community.*

*Architectural and aesthetic standards shall emphasize a mountain identity through sensitive building design that incorporates open public spaces, and a walkable environment emphasizing unifying elements. Quality building designs shall emphasize character through massing and articulation that are characteristic of a mountain environment. No blank walls will be displayed. Pedestrians, transit riders, and cyclists will be encouraged and accommodated. Parking areas shall be unobtrusive, and serve more than one property.*

*We shall re-knit the fragmented elements that isolate the Tahoe Valley neighborhoods through a network of sidewalks, trails, and access to transit facilities. The transition between more intensive uses shall include design elements to ensure compatibility. The plan shall weave active and passive recreational staging areas, connecting to recreational opportunities located outside the plan boundaries. The Transit Center shall play a greater role, to include moving people locally and regionally within and outside of the Tahoe Basin.*

*Visually prominent and attractive design features shall welcome visitors entering the City from the scenic corridors of US 50 and SR 89. Through the use of environmentally conscious development techniques and restoration activities, the Area Plan will be considered a contributing component of the regional*

*ecosystem. Private and public development shall contribute to the creation of indoor and outdoor public spaces within these districts."*

## 4.2 Guiding Principles

As part of the ~~V~~vision, the following guiding principles create a foundation for a more sustainable, economically prosperous, communal and environmental future for Tahoe Valley:

- *Establish a land use plan and policy framework that will guide future development and redevelopment in the Tahoe Valley Plan area toward land uses that support transit ridership and economic development;*
- *Create a diversity and concentration of resident ~~servicing~~ serving shops and services that also appeal to ~~the~~ visitors;*
- *Create public plazas, gathering spaces, and active streetscapes to promote a lively market;*
- *Encourage ground floor retail, large display windows, retail, dining and entertainment to activate the pedestrian streetscape;*
- *Preserve or replace trees and use native landscaping;*
- *Develop and implement urban design standards for buildings and structures that reflect Tahoe's mountain identity;*
- *Include transit and alternative travel modes as an essential part of the Tahoe Valley experience;*
- *Connect Tahoe Valley to adjacent residential neighborhoods with paths, trails, and sidewalks;*
- *Locate multi-family residential development within close proximity to the Tahoe Valley Town Center; and*
- *Develop new programs and facilities to meet the needs of residents, such as indoor and outdoor theaters.*

# SECTION 5
# Land Use and Community Design



This section supplements the Land Use Element of the TRPA Goals and Policies, and the Land Use Element of the City of South Lake Tahoe General Plan. This section includes the Area Plan's Goals and Policies related to land use and establishes land use and zoning regulations.

The overarching vision of the 2030 South Lake Tahoe General Plan and the TRPA Regional Plan and Sustainable Communities Strategy is to create a more sustainable community. One way this will be achieved is through focusing new development and revitalization within the areas designated as Town and Regional Centers in the Regional Plan and as Nodes in the General Plan. For the Tahoe Valley area, the focus is commercial, mixed-use, and multi-family development in a pedestrian, bicycle and transit oriented land use pattern that harmonizes with the overall natural environment. The land use and community design policies in this section seek to encourage pedestrian/bicycle-friendly and transit oriented developments that help reduce resident and visitor dependency on automotive travel and building types and patterns that reflect the mountain and surrounding natural environment.

## 5.1 Land Use Districts

The following describes the seven zoning districts and special designations that are included in the Tahoe Valley Area Plan and the land use vision for each district. Figure 12 shows the boundaries and location of each zoning district.

**ZONING DISTRICTS**

**Town Center Gateway District (TC-G)**



The Gateway District, which includes properties surrounding the "Y" intersection and properties along Lake Tahoe Boulevard and Emerald Bay Road, is a key arrival area for travelers to South Lake Tahoe.

This district is intended to create an attractive mixed-use commercial corridor that provides a welcoming gateway to South Lake Tahoe and conveys the arrival to South Lake Tahoe as a destination. The physical form varies to reflect the commercial mixed-use character of the gateway corridor and to transition from surrounding, lower-density districts to the Town Center Core. Allowable uses include tourist accommodation, retail, commercial, recreation, and office uses, as well as mixed-use residential development.

**Town Center Core (TC-C)**



This district is the heart of the Tahoe Valley area and intended to become a place of public gathering and retail activity meeting the needs of both area residents and tourists. This district allows for vertical mixed-use projects with a focus on ground-level active storefronts and pedestrian- and transit-oriented development that encourages pedestrian activity and supports multi-modal transportation. Allowable uses include tourist accommodation, retail, commercial, entertainment, and office uses, as well as mixed-use residential development.

**Town Center Mixed-Use Corridor (TC-MUC)**



This district is intended to facilitate the transformation of the eastern and western portions of Lake Tahoe Boulevard into a multi-modal, mixed-use corridor. Allowable uses include a rich mixture of retail, service, public facility, recreation, entertainment, and housing organized in a compact development pattern, creating an aesthetically-pleasing and safe environment for pedestrians, cyclists, and automobile drivers.

**Town Center Neighborhood Professional (TC-NP)**



This district is intended to allow a variety of residential and non-residential uses to encourage a greater mix and intensity of uses in a pedestrian and bikeable environment at a scale and form that is appropriate to its neighborhood context and adjacent residential uses. Allowable uses include commercial, public service, healthcare, and office uses, social services, and neighborhood parks, as well as all types of residential development.

**Town Center Healthcare District (TC-HC)**



The Healthcare District contains the area within the immediate vicinity of Barton Hospital, north and south of South Avenue and between Fourth Street and Winnemucca Avenue. This district will continue to be the core area for healthcare services and other related supporting services.

**Commercial Mixed-Use Service (CMX-S)**



This district is intended to provide for a mix of small- and medium-scale commercial, support services, and light industrial uses to meet local and regional demand. This district may also include residential uses as part of commercial or light industrial uses to facilitate live/work opportunities and recreation uses such as day use areas.

**Emerald Bay Connection Corridor (EB-CC)**

The Emerald Bay Connection Corridor District allows for higher-density residential development adjacent to the town center. This transitional area of mixed uses is compatible with scenic restoration, the intensity of Highway 50/89, and residential uses. Permissible uses are drawn from those allowed in the adjacent Bonanza Plan Area Statement (114), in which these parcels were previously included, as well as the Gateway District. Permissible uses include residential, tourist accommodation, neighborhood compatible commercial uses, and public service. This district is a potential location for a mobility hub to provide offsite parking and transit ~~for~~ services ~~in the Tahoe Valley, facilitate public transit, and serve as open space for surrounding residential uses~~within the region.



**Open Space (OS)**

This district is intended to preserve and maintain open spaces within the Tahoe Valley plan area that provide a visual break from the urban environment as well as views of surrounding mountains, forests, and stream environment zones. Depending upon their ecological sensitivity, open spaces may incorporate paths, boardwalks, pedestrian and bicycle trails, and benches.

**TRPA SPECIAL DESIGNATIONS**

**Town Center Overlay**

Town Center contains 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.

**Stream Restoration Plan Area**

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior 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.

**Transfer of Development Rights Receiving Area**

The following designations determine which plan areas, or portions thereof, are receiving areas for transfer of the development specified in Chapter 51: Transfer of Development:

1. Existing Development: The existing development designation determines which areas are eligible for the transfer of existing uses in the plan area.

2. Multi-Residential Units: The multi-residential unit designation determines which areas are eligible for the transfer of residential development rights.

## 5.2 Goals and Policies

This subsection outlines land use and community design goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal LU-1: Land Use**

To shape the Tahoe Valley area into an attractive pedestrian, bike, and transit-oriented mixed-use commercial service district.

**Policy LU-1.1 – Active Streets**

Animate streets by allowing uses such as retail, entertainment, special events, outdoor dining and seating, oriented towards the sidewalk.

**Policy LU-1.2 – Connectivity**

Create bike, pedestrian and open space connections from the Tahoe Valley Area Plan to the adjacent residential neighborhoods and nearby recreation.

**Policy LU-1.3 – Special Events**

Designate an area within the Town Center Core as a Special Events Area allowing for temporary events and activities to increase pedestrian and economic activity in these areas.

**Policy LU-1.4 – Outdoor Markets**

Encourage the operation of Farmers' and Outdoor Markets in the Town Center Core.

**Policy LU-1.5 – Auto-Oriented Commercial Use Consolidation**
Encourage the consolidation of existing auto-oriented commercial development into pedestrian-oriented development.

**Policy LU-1.6 – Airport Compatibility**

Allowed uses shall be found to be consistent with noise, height and safety, policies of the City's adopted ~~Comprehensive~~ Land Use Compatibility Plan for the Lake Tahoe Airport.

**Policy LU-1.7 – Non-conforming Uses**

Legally existing uses that are not consistent with this plan will be considered non-conforming and grandfathered in. They will be allowed to continue at their existing density and intensity of use.

**Goal LU-2: Community Services**
To transform the Tahoe Valley area into an attractive gateway district that provides both residents and visitors access to high quality local and regional commercial uses, entertainment opportunities, recreation experiences, and tourist accommodation options.

**Policy LU-2.1 – Mixed Uses**
Promote mixed land uses within the Tahoe Valley area and adopt a use list that permits a wide range of commercial, retail, entertainment, tourist, residential, recreation, and public uses to service residents and visitors. This can be achieved through vertical or horizontal mix of uses within the same structure or in different structures on the same site. Vertical mixed-use projects ~~shall be~~are especially encouraged within the Town Center Core district, along Lake Tahoe Blvd/US 50 and Emerald Bay Road/SR 89.

**Goal LU-3: Community Design**
To improve community character through appropriate site and building design.

**Policy LU-3.1 – Distinctive Design**
Create connected and walkable districts that have a strong sense of identity while avoiding repetition in building design and siting.

**Policy LU-3.2 – Architectural Style**
Require the use of "mountain" architectural theme in new development and through remodeling as demonstrated in the 2016 South Lake Tahoe Design Guidelines. Mountain architecture features the use of pitched roofs, natural colors in darker shades, and natural materials such as rock and wood.

**Policy LU-3.3 – Inter-connected Development**
Ensure that every project is planned to enhance the physical, visual, and social connections to surrounding parcels and to the larger community.

**Policy LU-3.4 – Visual Impact of Parking**
Minimize the visual impact of parking by locating it to the rear and/or side of buildings and providing landscape screening.

**Policy LU-3.5 – Public Art**
Integrate public art into streetscape and landscape areas along US 50 and SR 89, and in the Town Center Core District. Encourage placement of interesting and attractive murals. All proposed public art must be approved by the City of South Lake Tahoe Public Art Review Process.

**Policy LU-3.6 – Lighting**
Establish pedestrian-scaled and strategically-placed lighting along US 50, SR 89, and Lake Tahoe Boulevard. Lighting must promote pedestrian safety and comfort and enhance architectural and site design. Prevent unnecessary and intrusive lighting that detracts from the beauty and view of the night sky.

**Policy LU-3.7 – Building Rehabilitation**
Encourage redevelopment through demolition, reconstruction, rehabilitation, remodeling, or other aesthetic improvement of buildings and signage.

**Policy LU-3.8 – Building Heights**

Maximum building heights established through the Area Plan public process are described in Appendix C, Development and Design Standards.

**Goal LU-4 Revitalization and Redevelopment**
To create a sustainable economic and community activity center through revitalization, reuse, and development of existing and buildable vacant sites in the Tahoe Valley Area Plan.

**Policy LU-4.1 – Infill and Underutilized Site Development**

Encourage physical change and economic development within the Tahoe Valley area by promoting infill development on high capability lands and redevelopment and revitalization on underutilized and over covered lands with existing infrastructure.

**Goal LU-5 Town Center Core**
To shape the Town Center Core into a primary area in the City for a vibrant mixed-use, resident-serving commercial and residential node.

**Policy LU-5.1 – Town Center Core**
Create a compact, mixed-use, vibrant Town Center Core district focused on the "Y" intersection that includes resident-serving commercial uses, retail and entertainment uses, and workforce and affordable housing.

**Policy LU-5.2 – Commercial Activity**
Create a pedestrian-oriented land use pattern that is served by transit and alternative transportation options. The Town Center Core should be a unique and recognizable district in South Lake Tahoe with its pedestrian-scale mountain architecture, active streetscapes, mix of uses, and focus on resident serving commercial uses.

**Policy LU-5.3 – Commercial ~~Activity~~Diversity**
Facilitate the development of commercial projects that include a mix of businesses that will kick off revitalization of the Tahoe Valley area. The first priority is the Town Center Core.

**Policy LU-5.4 – Gathering Spaces**
Create gathering spaces in the Town Center Core to promote social interaction, cultural and civic uses. The spaces should provide an area for people to gather, interact, relax, reflect, and pass time.

**Policy LU-5.5 – Entertainment**
Promote the establishment of the Town Center Core District as a central entertainment and recreation attraction for residents and visitors. Promote uses such as movie theaters, skating rinks, and recreation-based retail uses.

**Policy LU-5.6 – Building Orientation**
Orient buildings directly onto the four corners of the "Y" intersection and adjacent plazas so their entrances face and have frontage to the intersection with parking behind. Where there is adjacent open space, recreation, and/or pedestrian corridors, buildings may orient entrances in that direction but shall not be designed with an inactive "backside" facing the street.

**Policy LU-5.7 – Viewshed**
Maximize views of the surrounding trees and mountains from the "Y" intersection through appropriate site and building design.

**Policy LU-5.8 – Neighborhood Compatibility**
Require taller buildings to be designed to minimize negative visual impacts, particularly on adjacent residential areas, through such techniques as facade articulation, building orientation and location, and stepping back upper floors above two stories.

~~**Policy LU-5.9 – Multi-Family Housing**~~
~~Prohibit multi-family housing from fronting on either Emerald Bay Road or Lake Tahoe Boulevard within the Town Center Core District (TC-C).~~

**Goal LU-6: Neighborhood Professional District**
To provide an area for professional offices, social services, and health-related facilities that can support and complement Barton Hospital.

**Policy LU-6.1 – Healthcare**
Encourage the concentration of healthcare providers and services in the Neighborhood Professional District (TC-NP) to provide convenience to patrons. This area will provide a mix of residential, tourist, and healthcare uses within a cohesive neighborhood setting that encourages walking and biking.

**Goal LU-7: Healthcare District**
To support and expand South Lake Tahoe's Healthcare Industry

**Policy LU-7.1 – Barton Hospital Campus**
Encourage Barton Healthcare to consolidate its facilities within the Healthcare District (TC-HC). This district would provide for healthcare services such as an orthopedic center, employee housing, temporary housing for patients' family members**,** and a parking garage. Encourage Barton Healthcare to prepare a master plan for the Healthcare District that provides a blueprint for future development and redevelopment that connects existing and future facilities through an integrated pedestrian and bike friendly system.

**Policy LU-7.2 – Parking**
Require the master plan to analyze parking needs in the Healthcare District and incorporate parking management strategies to centralize and consolidate parking to create a "park-once" environment that is efficient, convenient and accessible by all the facilities located within the district.

**Goal LU-8: Commercial Mixed-Use Service District**
To maintain an area for small-scale industrial and commercial mixed uses in the South Shore community.

**Policy LU-8.1 – Industrial Uses**
Support the industrial needs of South Shore's full-service community by continuing the ~~secondary industrial area~~Commercial Mixed-use Services District in a manner that is compatible with increasing residential uses.

**Policy LU-8.2 – Storage Containers**
Require industrial-style storage containers for on-site storage to be enclosed and screened from the public right-of-way, bike paths, lanes, and routes, pedestrian trails and sidewalks, and adjacent open spaces.

**Goal LU-9: Sustainability**
To create a sustainable community with reduced private automotive trips, reduced greenhouse gas emissions and a more energy-efficient built environment.

**Policy LU-9.1: Sustainable Communities Strategy**

Implement the TMPO's Sustainable Community Strategy in the Tahoe Valley area by integrating land use, transportation, and housing strategies to create walkable town centers, provide alternative transportation options, provide for a variety of housing types in close proximity to services, connect neighborhoods, and protect the area's natural resources.

**Policy LU-9.2: Commercial Floor Area Incentives**

Provide incentives such as streamlined permitting and priority access to Commercial Floor Area and Residential Allocations for projects that incorporate green building measures. Also see Policy ED-1.3.

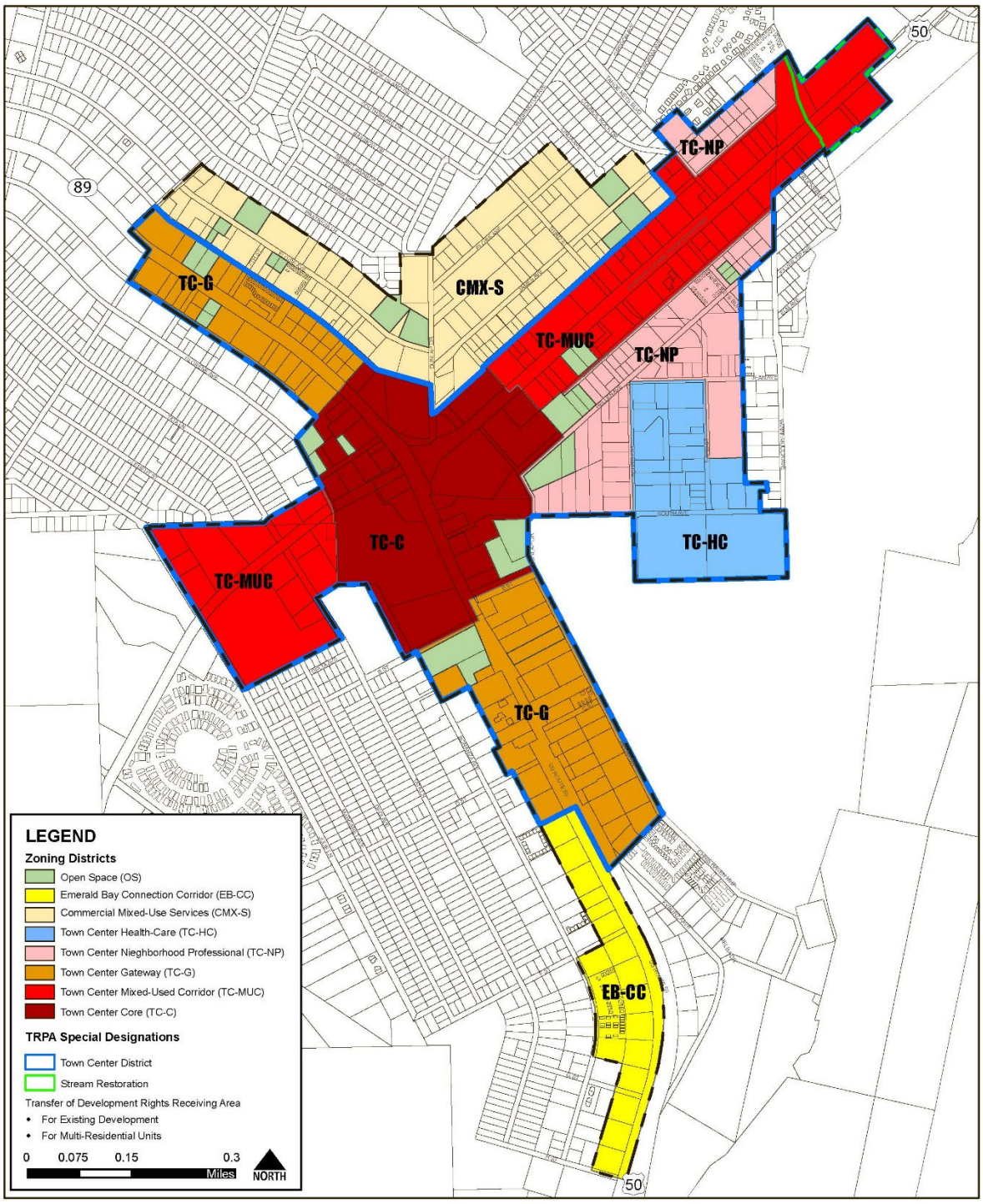
**Goal LU-10: Transfer of Development**
To focus development in centers in order to maximize incentives and create transit-, bicycle-, and pedestrian-oriented places that serve the needs of both residents and visitors.

**Policy LU-10.1: Revitalization and Consolidation of Development**

Encourage and allow for the revitalization and consolidation of development within centers by allowing for the transfer in of residential units of use and tourist accommodation units that have been converted to commercial floor area pursuant to TRPA Code Section 50.10.

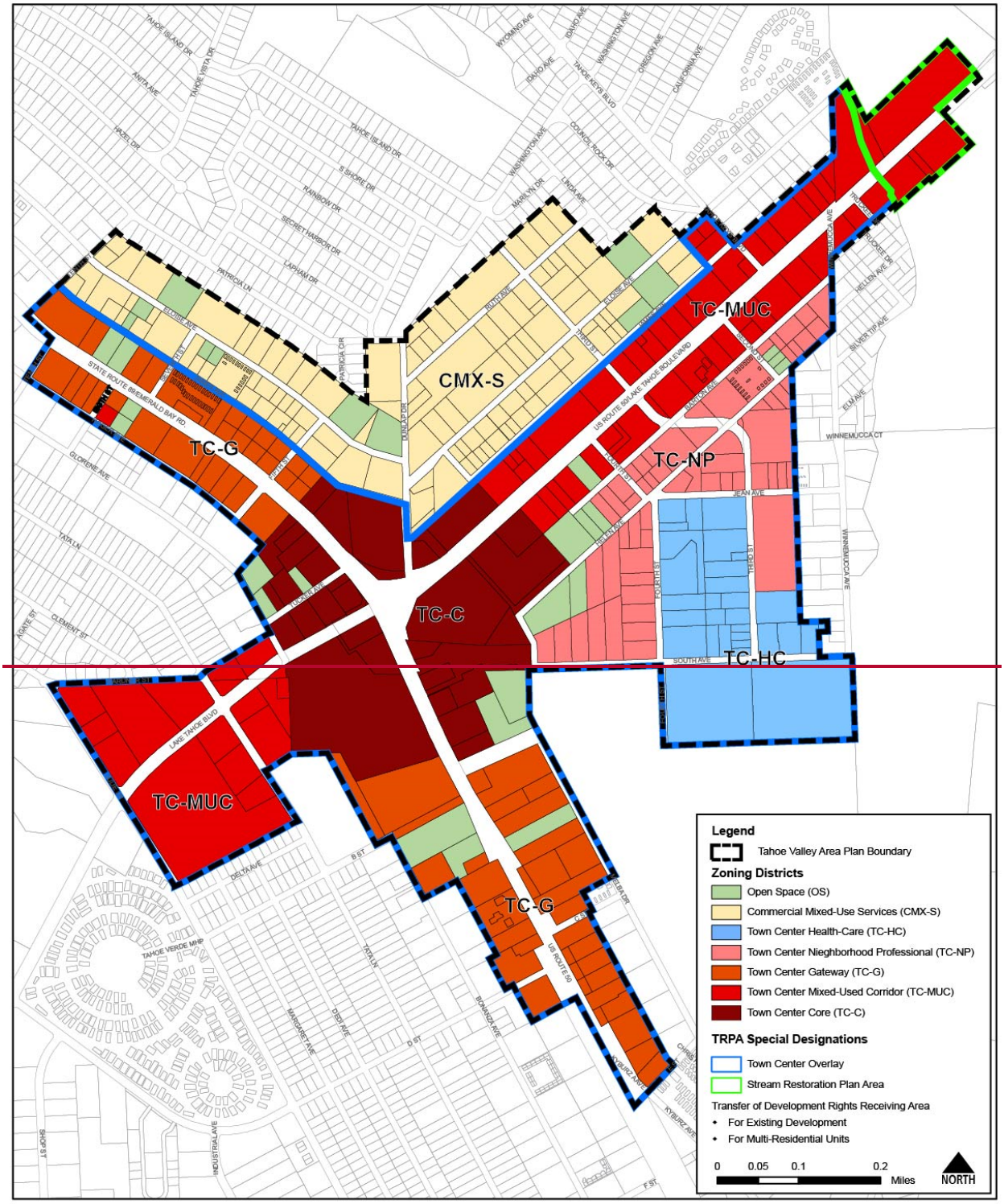
## 5.3 Development and Design Standards

The Development and Design Standards and permissible use list for the Tahoe Valley Area Plan are included in Appendix C.




CITY OF SOUTH LAKE TAHOE

**Figure 11**
Zoning Map
April 2023




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 12
Zoning Map
March 2015

# SECTION 6
# Economic Development

The Tahoe Valley plan area is largely dominated by obsolete strip commercial development along South Lake Tahoe's key corridor (US 50). This type of commercial development does not create an attractive environment for achieving the City's long-term economic development goals. Shortcomings include the area's multiple curb cuts, relatively small and fragmented parcels, stand-alone structures, older and sometimes obsolete motels struggling to survive, and lack of coordinated sidewalks, bike paths, landscaping, and other amenities. There is a clear need to revitalize the area to increase economic activity. The area is in a unique position to capture more local-resident-serving commercial sales, as well as capture more tourist sales. This local market is a major employment center that provides services including restaurants and eating places, general merchandise, apparel, home furnishings, and appliances stores, and building material groups which primarily (but not exclusively) serve local residents. This subsection outlines economic development goals and policies for the Tahoe Valley Area Plan.

## 6.1 Goals and Policies

**Goal ED-1: Economic Development**

To create a commercial, office, residential, and civic hub that will be a community focal point and destination place for South Lake Tahoe residents and visitors.

**Policy ED-1.1 – Gateway District**
Provide incentives and remove barriers to help redevelop the Gateway District into a mixed-use office, commercial, and residential corridor.

**Policy ED-1.2 – Town Center Core**
Provide incentives and remove barriers to help redevelop the Town Center Core District into the key focal place of South Lake Tahoe. Focus uses toward commercial retail, dining, groceries, professional offices and outdoor recreational uses.

**Policy ED-1.3 – Commercial Floor Area Incentives**
Provide City-owned CFA for purchase for mixed-use developments in the Town Center and for redevelopment or improvements to a distressed or blighted properties.

~~Coordinate with TRPA to encourage the conversion of units of use to commercial floor area and promote their transfer to the Tahoe Valley Area Plan.~~

~~In addition, projects that meet the City's economic and environmental goals, and implement one of the following community benefits may earn bonus CFA, subject to availability, from the City's CFA pool. CFA allocation from the City's pool is at the discretion of the City Council based on the following criteria for eligibility:~~

~~A. Achieve a third party green building certification such as LEED, Energy Star or Green Point Rated;~~

~~B. Incorporate housing units in the project;~~

~~C. Incorporate a mix of uses into the project with commercial, residential and office uses;~~

~~D. Transfer converted CFA from outside of the Area Plan boundary to a project inside the Area Plan boundary;~~

~~E. Participate in the implementation of the Tahoe Valley Greenbelt; or~~

~~Develop public facilities such as mini neighborhood parks in the adjacent residential areas.~~

**Policy ED-1.4 – Coverage Incentives**
Promote revitalization in the Tahoe Valley area by leveraging the City's SEZ restoration credits and banked land coverage to help private projects offset their excess coverage mitigation fees and provide a source for land coverage transfers. See Policy NCR 7.2

**Policy ED-1.5 – Alternative Land Coverage Management System**

Property owners within the Town Center Core District, in coordination with the City, may develop alternative comprehensive coverage management systems as alternatives to the parcel-level coverage requirements outlined in subsections 30.4.1 and 30.4.2 of the TRPA Code of Ordinances, provided that the alternative system complies with the provisions of subsection 13.5.3.B.1: *Alternative Comprehensive Coverage Management Systems* of the TRPA Code of Ordinances.

**Policy ED-1.6 – Commercial Floor Area Exceptions**

Where a primary use falls under "participant sport facilities," "amusement, recreation, and entertainment facilities," or the like, commercial floor area shall not be required for the following spaces and those of similar nature:

A. Performing stage and orchestra area

B. Area of play in a sporting facility (playing fields and courts, pool area, roller- or ice-skating rink, weight room, etc.)

C. Lanes in shooting or archery ranges, bowling alleys, etc.

**Policy ED-1.7 – Designated Special Events Area**

The City shall pursue special event designations for the Crossings (APN 023-231-025), the TJ Maxx/Blue Zone center (APN 023-421-001), and the Tahoe Valley Greenbelt. A keystone of this effort is identifying an entity to oversee events. The City shall continue to work with community members and business owners to identify this body.

**Goal ED-2: Neighborhood Professional and Healthcare Districts**
To support and expand South Lake Tahoe's healthcare industry.

**Policy ED-2.1 – Healthcare**
Encourage additional healthcare-related facilities to locate in the Healthcare District.

**Policy ED-2.2 – Barton Hospital Campus Master Plan**
Encourage and collaborate with Barton Hospital to develop a Campus Master Plan for the

Healthcare District that promotes connectivity, walkability, and bikeability (See also Policies LU-7.1 and LU-7.2).

**Policy ED-2.3 – Barton Hospital Incentives**
Provide flexibility for the Barton Hospital to engage in public-private ventures. Upon adoption of a Campus Master Plan, healthcare services in which Barton Hospital owns a majority interest and are located within the Healthcare District will be considered public services provided by a non-profit organization, and may be exempt from the requirements for CFA entitlements pursuant to TRPA Code Section 50.8.3.

**Goal ED-3: Commercial Mixed-Use Service District**
To modernize the existing industrial uses in the Commercial Mixed-Use Service District.

**Policy ED-3.1 – Retention**
~~Continue to m~~Maintain ~~industrial uses in~~ the Commercial Mixed-Use Service District as a secondary industrial area, ~~and allow residential uses if they are part of a mixed-use project~~while reducing interference with residential uses.

**Policy ED-3.2 – Modernization**
Support the modernization of the existing industrial uses in the Commercial Mixed-Use Service District so they are less polluting, less obtrusive to neighboring uses, and consume less energy.

**Policy ED-3.3 – South Tahoe Refuse**
Assist South Lake Tahoe Refuse with upgrading their existing facilities with state-of-the-art improvements to increase efficiency of service to the community and compatibility with surrounding land uses.

## 6.2 Implementation

The~~o~~ following implementation strategies are proposed to promote economic activity and increase pedestrian activity in the Tahoe Valley area.

| Economic Development Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Project Review Memorandum of Understanding (MOU) with TRPA | The City and TRPA shall move forward with implementing the MOU that was certified by the City in November 2012 and adopted by TRPA in December 2014. | CSLT<br>TRPA |
| Special Event Area Designation | The City shall pursue obtaining a TRPA special event permit designation for the Town Center Core District. Temporary activities may occur in the special event area without further TRPA or City review upon approval of a special event area. All other temporary events outside the identified special event area will require a temporary activity permit. | CSLT |

| Economic Development Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Commercial Floor Area | Amend the CFA allocation procedures to add additional criteria for earning CFA from the City unallocated pool. ~~The City should add criteria that allow projects that voluntarily achieve a LEED or Energy Star green building certification to access the City's CFA pool.~~ | CSLT |
| Land Coverage | Leverage the City's banked coverage and SEZ restoration credits to facilitate redevelopment, land coverage removal, and SEZ restoration in the Tahoe Valley area. | CSLT |

# SECTION 7
# Housing

This section supplements the Housing Sub-element of the TRPA Regional Plan Goals and Policies, and the Housing Element of the City of South Lake Tahoe General Plan. This section provides the policy context for the Tahoe Valley Area Plan to achieve the vision of creating a range of housing opportunities and choices. These opportunities include increasing the availability of quality workforce and affordable housing, providing for housing opportunities within close proximity to the Tahoe Valley Town Center Core, and allowing for the mixing of land uses to encourage live/work opportunities that allow business to grow and evolve over time.



## 7.1 Goals and Policies

**Goal H-1: Housing Development**
Promote the construction of a variety of high-quality housing types for all income levels in the Tahoe Valley area.

**Policy H-1.1 – Housing Options**
Provide for a range of housing options that include affordable, moderate-income, and workforce housing so that people can live and work in the City.

**Policy H-1.2 – Housing Incentives**
Provide the following incentives to encourage the development of a range of housing options in the Tahoe Valley plan area:

- Additional coverage and height for housing developments serving high–demand markets. ~~70 percent land coverage in the TRPA designated Town Center;~~
- ~~A maximum of 25 dwelling units an acre in the Town Center;~~
- ~~Height up to 45 feet in the Town Center Core District and 42 feet elsewhere;~~
- Access to the City's banked coverage pool to offset excessive coverage mitigation fees and for transfer of coverage (see Policy NCR-7.2)~~; and~~.
- Allow density bonuses for projects eligible under California state law.
- Provide Residential Units of Use at no cost for the development of accessory dwelling units. ~~and multi-family projects~~
- Provide development rights and land coverage at no cost for multi-family residential projects and mixed-use projects containing multi-family residential units when the project is in the Town Center.

- Provide sewer units at no cost for residential projects, where at least 50% of the newly constructed units are deed restricted to accommodate low, very low, and moderate-income families.

- ~~Secondary units allowed on parcels less than an acre in the Town Center Neighborhood Professional District.~~

**Policy H-1.3 – Residential Improvement**
New residential development may take the form of both infill of vacant parcels and reuse of existing developed parcels that benefit from "grandfathered" excess land coverage, existing sewer units, and other benefits associated with the redevelopment of existing lots.

**Policy H-1.4 – Compatibility with Neighboring Uses**
Ensure new and rehabilitated residential developments are designed to be compatible with neighboring uses.

**Policy H-1.5 – Redirection of Development**
Direct high--density residential development to areas of Tahoe Valley that are within walking distance of public transit and services.

**Policy H-1.6 – Commercial Mixed-Use Service District**
Allow residential uses within the Commercial Mixed-Use District if they are part of a mixed-use project.

**Policy H-1.7 – Tahoe Livable Communities Program**
Collaborate and support efforts of the California Tahoe Conservancy to remove blighted properties and repurpose associated development commodities. Encourage the use of residential commodities for affordable housing in Tahoe Valley area.

**Policy H-1.8 – Regional Housing Needs Assessment**
Collaborate with TRPA on the Regional Housing Needs Assessment to develop updated policies and implementation strategies to remove barriers and facilitate the development of affordable housing. Regional housing policies and programs should complement and not conflict with or duplicate state or local housing policies and programs.

**Policy H-1.9 – Housing Needs**
Encourage the consolidation of parcels within the Tahoe Valley area or the incorporation of parcels adjacent to the Area Plan boundaries for the development of multi-residential units.

**Policy H-1.10 – Conversions**
Encourage property owners of older motels units located in the Gateway District to convert tourist accommodation units to residential units of use onsite pursuant to TRPA Code Section 50.10.2.

**Policy H-1.11 – Mixed-Income Neighborhoods**

To create a balanced community, the City shall promote mixed-income neighborhoods by encouraging innovative design (e.g., second units, live-work units, etc.).

~~**Policy H-1.12 — Streamlined Review Process**~~

~~Encourage amendments to the TRPA Code of Ordinances to review affordable housing developments through the same, less restrictive process and decision maker authority as market rate projects.~~

**Goal H-2: Mixed-Use Housing**
To facilitate the development of housing for all income levels in association with mixed-use development within the Tahoe Valley Area Plan.

**Policy H-2.1 – General**
Encourage the creation of residential uses to support and add vitality to commercial and public service projects in the Tahoe Valley area.

**Policy H-2.2 – Town Center Core District**
~~Allow~~ Encourage residential and nonresidential mixed-use projects ~~uses~~ in the Town Center Core District ~~only when mixed with commercial, recreation, entertainment, or tourist primary uses~~. Residential uses shall be located above ground floor commercial uses or in separate residential structures located away from arterial roadways.

**Goal H-3: Energy Efficiencies**
To ensure energy efficiencies and appropriate weatherization for all new and existing homes.

**Policy H-3.1 – New Construction**
Ensure that new construction meets the Title 24 energy conservation requirements of the State of California.

**Policy H-3.2 – Green Building**
Encourage and promote green building practices during the development review process and implement the City's Green Building Incentive Program.

**Goal H-4~~2~~: Preservation of Existing Housing**

~~Require mitigation for~~Ensure no net loss of existing long term housing units.

**Policy H-4~~2~~.1 – Mitigation for Reduced Housing Units**

When multi-family properties are redeveloped to lower density residential uses, commercial uses, or tourist accommodation uses, require ~~a mitigation fee for each of the removed units or require that an equal number of residential units as those lost be constructed elsewhere in the area plan.~~one-for-one mitigation of the lost units within the Tahoe Valley plan area.

**Policy H-4~~2~~.2 – Retaining Long Term Rentals**

Prohibit single-family dwellings that are the result of redevelopment on sites where ~~from~~ a higher density previously existed ~~residential uses~~ from operating as short-term rentals.

# SECTION 8
# Transportation and Circulation



The Transportation and Circulation Section is a supplement to the Transportation Element of the Regional Plan, Transportation and Circulation Element of the City of South Lake Tahoe General Plan, and the TRPA/TMPO Regional Transportation Plan and Sustainable Communities Strategy. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan to achieve its vision for future transportation and circulation systems which are critical to the community's livability, economic viability, and environmental quality.

This section contains goals and policies and implementation strategies that will help create a safe, efficient, and integrated transportation system that provides quality mobility options and connectivity for all sectors of the population. The Area Plan seeks to improve connections to adjacent neighborhoods, increase pedestrian and bicycle connections, improve transit access, conserve energy resources, reduce vehicle miles traveled, reduce greenhouse gas emissions, improve air quality, and connect Tahoe Valley to the regional transportation system.

## 8.1 Goals and Policies

**Goal T-1: Roadways**
To provide safe and efficient vehicular circulation for the Tahoe Valley Area Plan.

**Policy T-1.1 – Level of Service**
Strive to maintain a level of service (LOS) D or better on all arterial and collector roads, and signalized intersections. This LOS standard may be exceeded 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.

**Policy T-1.2 – "~~Way-Finding~~Wayfinding" Signage**
Install an integrated way-finding and directional signage program through the Tahoe Valley area directing visitors on foot, bikes, or in vehicles, to recreation, commercial, tourist, transit and parking facilities.

**Policy T-1.3 – US 50 and SR 89**
Coordinate with Caltrans ~~to continue making~~for continued improvements to ~~ensure that the~~ US 50 and SR 89 ~~water quality improvement projects include~~ by ~~the~~ installing~~ation of~~ bike lanes;~~,~~ enhanc~~inged~~ bike facility treatments such as green paint, buffers and signage;~~,~~ installing and maintaining pedestrian sidewalks and~~,~~ sidewalk lighting.~~, and curb and gutter to convey water for treatment.~~

Coordinate and support TRPA in implementation of the S~~T~~R 89 Corridor Plan.

**Policy T-1.4 – Truck Routes**
Minimize truck traffic through residential neighborhoods by requiring trucks to use designated and posted truck routes.

**Policy T-1.5 – Vehicle Short Cuts**
Minimize vehicular traffic "shortcuts" through residential areas and commercial parking lots through use of street design, traffic controls, and traffic calming measures.

**Policy T-1.6 – Traffic Movements on Lake Tahoe Boulevard**
Discourage left turn movements on Lake Tahoe Boulevard, with the exception of signalized intersections.

**Policy T-1.7 – Complete Streets**
Develop and adopt complete street roadway design standards for US 50 and the following collector streets: Third Avenue and~~,~~ South Avenue ~~and Tahoe Keys Boulevard~~.

**Policy T-1.8 – Healthcare District**

Coordinate with Barton Healthcare on the Campus Master Plan to ensure that any proposed roadway modifications or abandonments in the Healthcare District meet standards for safety, traffic, bike, and pedestrian movement.

**Policy T-1.9 – Barton Avenue**

Ensure that loading and delivery access is maintained along Barton Avenue as part of any roadway improvement project or construction of the Tahoe Valley Greenbelt.

**Goal T-2: Parking and Access**
To create an accessible, efficient, and an aesthetically ~~-~~pleasing parking system in the Tahoe Valley Area Plan.

**Policy T-2.1 – Shared Parking ~~and Driveway Consolidation~~**
Encourage shared-use parking facilities and agreements between businesses/uses on adjacent parcels.

**Policy T-2.2 – Parking Structures**
Encourage the development of above-ground or underground structured parking, or public/shared parking lots ~~in~~near the Town Center Core to serve surrounding uses at the "Y" intersection and transit connections to other destinations. ~~Encourage businesses to include bike parking as part of their parking strategies.~~

**Policy T-2.3 – Driveway Consolidation**
Where feasible, reduce the number of ingress/egress points along US 50 and SR 89 by combining and realigning driveways to improve traffic flow and eliminate conflicts between ~~pedestrian and bicycle~~pedestrians, bicycles, ~~conflicts with~~and vehicles.

**Policy T-2.4 – New Project Access**
Require new projects located on corner parcels to provide their vehicle access from side streets

instead of from Lake Tahoe Boulevard or Emerald Bay Road, unless shown that highway access would be safer.

**Policy T-2.5 – ~~Mixed-Use Project Parking~~Alternative Parking Demand**
Allow ~~mixed-use~~ projects to reduce their parking requirements provided ~~that~~the ~~a parking demand analysis is submitted and approved by the City~~ project~~s~~ offsets parking demand through additional parking management and/or contributions to shared parking facilities, public transportation and/or right of way improvements. ~~, parking is exempted under state or regional law, or through additional contributions to public transportation and right of way improvements~~.

**Policy T-2.6 Parking for Affordable Housing**

Establish~~ed~~ reduced parking requirements for affordable housing projects that are not exempt from parking requirements by state law.

**Policy T-2.7 Parking Benefit District**

Conduct public outreach and studies to determine the feasibility of establishing a parking benefit district to facilitate development of shared public parking facilities and parking management within the district.

**Policy T-2.8 Tahoe Valley Mobility Hub**

Conduct public outreach ~~to determine the desire for and~~ and a feasibility analysis of developing a parking hub and identify priority locations to facilitate a park-~~-~~once environment.

**Goal T-3: Pedestrian Facilities**
To create a functional, safe, convenient, and integrated pedestrian system in the Tahoe Valley area and the surrounding neighborhoods.

**Policy T-3.1 – Connectivity**
Provide adequate pedestrian and bicycle facilities such as continuous sidewalks, bike paths and bike lanes throughout the Tahoe Valley area that connect commercial, health services, entertainment, residential, and recreation areas.

**Policy T-3.2 – Pedestrian Priority**
Give pedestrian safety and convenience highest priority in site planning and roadway design.

**Policy T-3.3 – Pedestrian/Automobile Buffer**
Develop landscape strips between sidewalks and arterial roadways to buffer pedestrians from vehicular traffic.

**Policy T-3.4 – Sidewalks**
Require all projects on an arterial or collector street that include new development, major remodeling, and any significant addition to provide and maintain sidewalks along the public street frontage. Such sidewalks shall comply with ADA requirements.

**Policy T-3.5 –Pedestrian Obstacles**
Remove and/or relocate any existing impediments to pedestrian movement along sidewalks, such as poles, trees, signs, wires, and other public/private utility infrastructure.

**Policy T-3.6 – Pedestrian/Bicycle Crossing at the "Y" Intersection and US 50**
Develop strong pedestrian and bicycle links (e.g., crosswalks and refuge islands) between the four corners of the "Y" intersection and along US 50. Coordinate with Caltrans to evaluate alternative crossings, that create safe passage across US 50 for pedestrians and cyclists south of the "Y" intersection.

**Policy T-3.7 – Pedestrian Access**

Develop a strong pedestrian (sidewalks, paths, and trails) access system that effectively links adjacent residential neighborhoods to Tahoe Valley's employment centers, commercial uses, public service uses, and recreational and educational opportunities as an alternative to vehicle trips.

**Goal T-4: Bikeways**
To develop a safe and efficient bikeway system that promotes biking as an alternative to local vehicle trips.

**Policy T-4.1 – Bikeway System**
Develop a bikeway system that effectively links residential neighborhoods, employment centers, commercial areas, public uses, and recreational uses, and educational centers, both within and outside of the Tahoe Valley area. Bicycle and pedestrian improvements that are identified in the City General Plan, TRPA Regional Plan, and/or TRPA's Lake Tahoe Regional Bike and Pedestrian Master Plan, which are adjacent to or within private development project areas, shall be implemented as conditions of approval.

**Policy T-4.2– Bikeway Linkages**
Integrate and link existing bike paths with regional paths. Connect the Tahoe Valley trail system to the proposed Meyers – Stateline Greenway bike trail.

**Policy T-4.3– Winter Use**
Designate, where appropriate, Class I bike trails for winter use. Identify and study funding mechanisms to plow the trails where pedestrians and bikers need access or designate for cross country or snowshoe use. Implement snow removal practices along roadways to ensure that bike trail crossings are not blocked by snow berms.

**Policy T-4.4 – Bicycle Parking and Storage**
Install bicycle racks or lockers at all public parks, gathering areas, shared parking facilities, and the transit centers. and rRequire them in all new private construction developments and changes of use or tenant improvementsremodels that require major design review.

**Policy T-4.5 – Bike Route Improvement**
Explore designating James Avenue as a commercial service bike route and Eloise Avenue as a recreation bike route. Explore implementing measures to make the bike routes safer and more appealing bicycling experience.

**Policy T-4.6 – Bicycle Route ~~maintenance~~Maintenance**

Prioritize the maintenance of roads containing designated bicycle routes and Class II bike lanes.

**Policy T-4.7 – Safe Routes to School**

Coordinate with the South Lake Tahoe Unified School District, non-profit community groups, and the Tahoe Transportation District to ~~develop~~ maintain and implement a Safe Routes to School Master Plan. Washington Avenue, Third Street, and D Street are potential safe routes to school.

**Policy T-4.8 – South "Y" Intersection Enhancements**

Coordinate with Caltrans to enhance and maintain combined bike lane/turn lanes, intersection crossing markings, and colored pavement to clearly demark auto and bicycle~~ing~~ travel lanes and improve bicycle safety at the South "Y" intersection ~~by installing combined bike lane/turn lane, intersection crossing markings, and colored pavement to clearly demark auto and bicycling travel lanes~~.

**Policy T-4.9 – Longevity of Bikeway Improvements**

Encourage practices that increase the longevity of bike path improvements, such as recessed paint or thermoplastic paint.

**Goal T-5: Transit**

To promote the use and expansion of transit options for South Lake Tahoe citizens.

**Policy T-5.1 – Transit Services**

Work with the Tahoe Transportation District to ensure that the Tahoe Valley area and its major employment centers, shopping destinations, and residential neighborhoods are served by frequent bus service with shorter headways. Coordinate with the Tahoe Transportation District and Tahoe Area Regional Transit to connect the South Shore transit service to North Shore transit service.

**Policy T-5.2 – Bus Turnouts and Shelters**

Coordinate with the Tahoe Transportation District to ensure that bus shelters and bus pullouts are installed at all bus stops throughout the Tahoe Valley area.

**Policy T-5.3 – Transit Stops**

Require all mixed use residential/retail development projects of more than three acres or containing more than five residential units to designate and reserve locations for transit/school bus stop locations where appropriate.

**Policy T-5.4 – Transit Center**

Work with Tahoe Transportation District and Amtrak to ensure that the City-owned Transit Center has the capacity for long-term transit growth.

**Policy T-5.5 – West Shore Shuttle Service**

Work with the Tahoe Transportation District to ensure continual and frequent shuttle service

trips during the summer months from the South Y Transit Center to Camp Richardson, the US Forest Service beaches along SR 89, and Emerald Bay.

**Policy T-5.6 – Intelligent Signage**
Coordinate with Caltrans and California Highway Patrol to install and operate electronic message signs ~~in the Tourist Center Core District~~ to convey traffic and parking conditions at recreation facilities located on SR 89 between the Y intersection and Emerald Bay.

**Policy T-5.7 – Funding for Expansion of Transit**

Continue to partner with South Shore Transportation Management Association, Tahoe Transportation District, Tahoe Regional Planning Agency, and other partners to identify new and existing funding sources to expand and electrify fixed-route bus services, micro-transit services, and other transit options.

**Goal T-6: Sustainable Communities Strategy**

To provide a transportation and circulation system that promotes reduction in greenhouse gases, creation of multimodal networks and promotion of a mix of land uses.

**Policy T-6.1 – SCS Implementation**

Implement the TMPO Sustainable Communities Strategy in the Tahoe Valley Area Plan by integrating land use, transportation, and housing strategies to create a walkable Town Center, provide alternative transportation options, provide for a variety of housing types in close proximity to services, connect neighborhoods, and protect the area's natural resources.

## 8.2 Implementation

This subsection outlines transportation and circulation improvements that implement the vision, guiding principles and the goals and policies of the Tahoe Valley Area Plan (See Table 8.1).

Future improvements to the area's transportation and circulation system will provide opportunities for residents and visitors to walk, bike or use public transit throughout the area. While slight adjustments to the existing roadway system may be possible, the greatest potential for improving the overall transportation and circulation system will be achieved through the development of a comprehensive multi-modal network. Continuing to make connections between the completed and proposed trails and sidewalks and strengthening the connections to public transportation options will create the foundation for a complete transportation network. This will improve TRPA's thresholds for Vehicles Miles Travelled (VMT), air quality, water quality and noise, support the local economy, improve public health and support a connected, walkable and bikeable community.

A variety of improvements to the area's transportation and mobility system intended to encourage safety, connectivity, and access to the area's surrounding recreational opportunities are proposed by various agencies and are in various phases of design, permitting or environmental review, and are listed below:

| Transportation and Circulation Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| US 50 and SR 89 Improvements | ~~US 50 Airport to "Y" Junction Water Quality Improvement Project: As part of this water quality improvement project, Caltrans installed a 3- to 4-foot shoulder for a Class II bike lane and provided curbs, gutters and sidewalks.~~ | ~~CALTRANS (completed capital project)~~ |
| | ~~US 50 "Y" to Trout Creek Water Quality Improvement Project: As part of this water quality improvement project, Caltrans will install Class II bike lanes, and replace traffic signals, curbs, gutters and sidewalks. The project is currently in the design phase and construction is expected to begin late 2016 and be completed by 2019.~~ | ~~CALTRANS (existing capital project)~~ |
| | ~~SR 89 "Y" to Cascade Road Water Quality Improvement Project: As part of this water quality improvement project, Caltrans will install a Class III bike route. Construction began in 2014 and is expected to be completed by October 2015.~~ | ~~CALTRANS (existing capital project)~~ |
| | RTP #74: US 50 Signal Synchronization and Adaptive Signals Project. Upgrade signal timing equipment at signalized intersections along US Highway 50 to improve traffic flow. | CALTRANS (existing capital project) |
| | RTP #81: Signalization Upgrade. Upgrade signal timing equipment at City of South Lake Tahoe signalized intersections to improve traffic flow. | CALTRANS (existing capital project) |
| | ~~Tahoe Keys Intersection Improvements: Install a right turn lane on US 50 at the Tahoe Keys Intersection.~~ | ~~CALTRANS (existing capital project)~~ ~~CSLT~~ |
| | South "Y" Intersection Bike Lane Stripping. ~~Coordinate with Caltrans to consider upgrading the current bike lane stripping at the South "Y" intersection to install a combined bike lane/turn lane, intersection crossing markings, and colored pavement to enhance public safety and clearly demark auto and bicycling travel lanes~~Maintain recent bike lane updates to the "Y" intersection, including the combined bike lane/turn lane, intersection crossing markings, and colored pavement for enhancement of public safety and clear delineation of auto and bicycling travel lanes. | CSLT with CALTRANS coordination |

| Transportation and Circulation Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Bike Paths, Lanes and Routes Improvements | The Tahoe Valley Greenbelt: The project focuses on two key elements: (1) construction of a comprehensive regional storm water treatment system (see Tahoe Valley Erosion Control Project description); and (2) construction of a recreation and open space community amenity. This project will create a distinct and unique recreation and open space amenity southeast of the "Y" intersection. The project will include SEZ restoration, installation of pedestrian-bicycle pathways, pedestrian amenities and interpretive signage along with storm water improvements. The Greenbelt will serve as a visual amenity for adjacent residential and commercial uses and provide a bicycle and pedestrian link from residential neighborhoods to the Tahoe Valley commercial core. There are existing bicycle paths and stormwater facilities in the area, which would be upgraded and enhanced as part of this project. | CSLT<br>CTC |
| | South Tahoe Greenway: The proposed South Tahoe Greenway Shared Use Trail will create the backbone of the bicycle and pedestrian network in South Lake Tahoe and will take a major step forward in furthering sustainability goals of South Shore communities. The Greenway will connect residents and visitors to community and recreation destinations from Meyers to the Stateline, providing a high-quality alternative to private automobile use. The highest priority 1.8-mile segment will link urban neighborhoods in the core of South Lake Tahoe to shopping, social services, schools, and recreation destinations. Continuing the trail system northward to the state line provides important connections to the largest concentration of visitor services in the region, including shopping, lodging and transit. Completion of this link also connects the recreation resources at Van Sickle Bi-State Park to the network. A southern trail extension to Meyers, not part of the current project, would complete the transportation link. A spur trail to link the Tahoe Valley area to the Greenway is proposed at the west end of South Street. | CSLT |
| | ~~Bike Path Rehabilitation: This project focuses on rehabilitating and laying new asphalt on an existing Class I bike path that~~ | ~~CSLT~~ |

| Transportation and Circulation Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| | ~~runs from Trout Creek to the Y intersection. Project completion is expected in October 2014.~~ | |
| | Bicycle Transportation Signage System: ~~The City is~~ Continue ~~coordinating~~ coordination with the Lake Tahoe Bicycle Coalition to develop and implement a consistent, functional bicycle transportation ~~signage~~ system that serves the commuting needs of employees, students, business owners, shoppers, and tourists in the South Shore. The intent of the program is to implement a consistent way-finding signage system and provide trailside amenities such as benches and tool stations that can safely and ~~direct~~ efficiently deliver cyclists and pedestrians ~~traffic~~ to services, places of employment, and recreation opportunities ~~in a safe and efficient manner~~. | LTBC<br>CSLT |
| | Safe Pedestrian and Bicyclist Crossings: Coordinate with Caltrans to evaluate alternative crossings that create safe passage across US 50 and SR 89 for pedestrians and cyclist. | CSLT with CALTRANS coordination |
| | Bike Lane: Sign and stencil Class III bike routes as depicted in Figure 13 of the Tahoe Valley Area Plan. While progress has been made, it is an ongoing effort to maintain lane striping and paint as the lifespan is significantly reduced by snow removal activities. | CSLT |
| ~~Pedestrian Improvements~~ | ~~Pedestrian Improvements: Install sidewalks along US 50 and SR 89 as part of the US 50 and SR 89 Water Quality Improvement Projects.~~ | ~~CALTRANS (existing capital project)~~ |
| | Implement complete streets roadway design standards for Tahoe Keys Blvd. The project is awaiting funding and is estimated to begin in 2028. | CSLT |
| Transit Service | South Lake Tahoe Bus Shelters: Continue support of t~~T~~he Tahoe Transportation District's ~~is continuing a~~ program of constructing new shelters in the South Shore. The structures will enhance rider comfort and safety while adding visibility to encourage transit use. | TTD |
| | Seasonal Bus Service: Continue bus service from the Tahoe Valley Transit Center to Emerald Bay during the summer season. | TTD |

**Completed Transportation and Circulation Strategies**

Since the initial adoption of the Tahoe Valley Area Plan in 2015, the following transportation and circulation improvements have been implemented.

| Improvements | Description | Completed |
|---|---|---|
| US 50 and SR 89 Improvements | US 50 Airport to "Y" Junction Water Quality Improvement Project: As part of this water quality improvement project, Caltrans installed a 3- to 4-foot shoulder for a Class II bike lane and provided curbs, gutters, and sidewalks. | CALTRANS, 2014 |
| | US 50 "Y" to Trout Creek Water Quality Improvement Project: As part of this water quality improvement project, Caltrans will install Class II bike lanes, and replace traffic signals, curbs, gutters, and sidewalks. ~~The project is currently in the design phase and construction is expected to begin late 2016 and be completed by 2019.~~ | CALTRANS, 2018 |
| | SR 89 "Y" to Cascade Road Water Quality Improvement Project: As part of this water quality improvement project, Caltrans will install a Class III bike route. ~~Construction began in 2014 and is expected to be completed by October 2015.~~ | CALTRANS, 2016 |
| | Tahoe Keys Intersection Improvements: Install a right turn lane on US 50 at the Tahoe Keys Intersection. | CALTRANS, 2018 |
| Bike Paths, Lanes, and Routes Improvements | Bike Path Rehabilitation: This project focuses on rehabilitating and laying new asphalt on an existing Class I bike path that runs from Trout Creek to the Y intersection. ~~Project completion is expected in October 2014.~~ | CSLT, 2014 |
| Pedestrian Improvements | Pedestrian Improvements: Install sidewalks along US 50 and SR 89 as part of the US 50 and SR 89 Water Quality Improvement Projects. | CALTRANS 2016, 2018 |

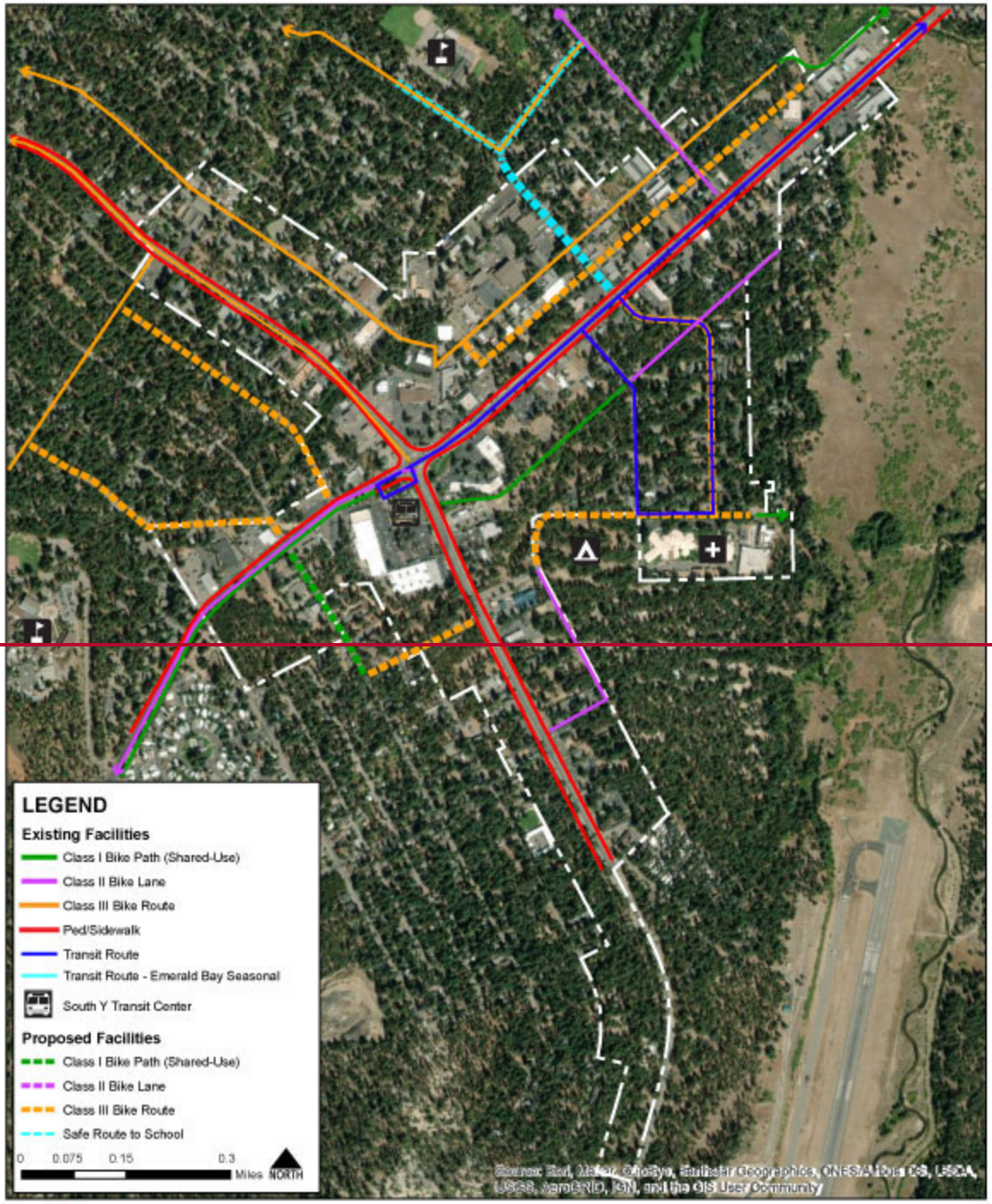
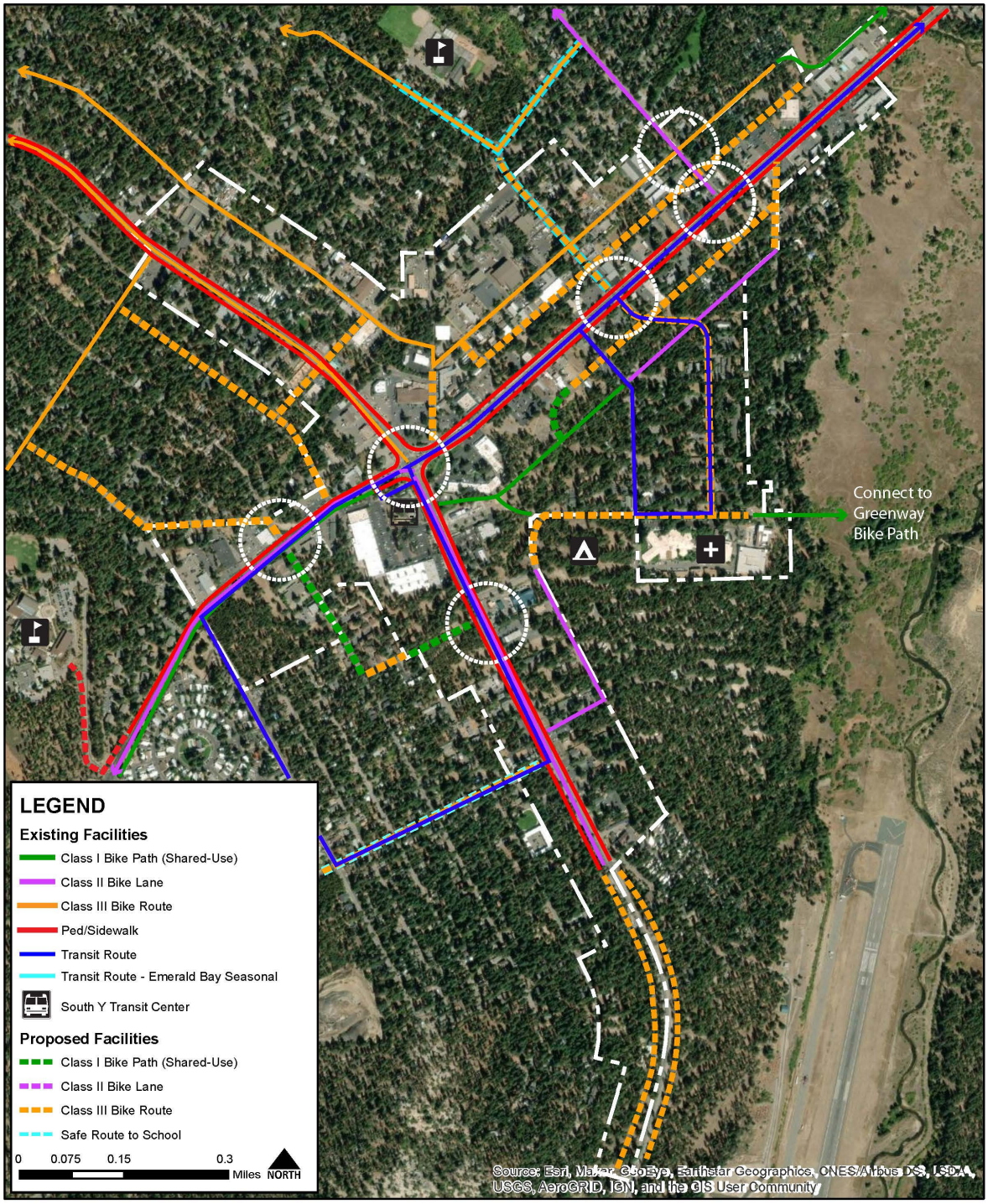



**Figure 13**
Transportation and Circulation Improvements
April 2023




CITY OF SOUTH LAKE TAHOE

**Figure 13**
Transportation and Circulation Improvements
April 2023

# SECTION 9
# Public/Quasi-Public Facilities and Services



The Public/Quasi-Public Facilities and Services Section is a supplement to the Public/Quasi-Public Facilities and Services Element of the City of South Lake Tahoe General Plan and the Public Services and Facilities Element of the TRPA Regional Plan. This section provides the policy context for future public and quasi-public facilities and services within the Tahoe Valley area.

## 9.1 Goals and Policies

This subsection outlines public/quasi-public facilities and services goals and policies for the Tahoe Valley area.

**Goal PS-1: Public Facilities**
To improve public facilities in the Tahoe Valley area.

**Policy PS-1.1 – Co-Locate Public Facilities**
Locate appropriate public service facilities in commercial areas so as to add pedestrian/bicycle traffic and serve as a catalyst for private development, provided they do not detract from commercial activity in those areas.

**Policy PS-1.2 – Barton Hospital Campus Master Plan**

Encourage Barton Healthcare to prepare a Campus Master Plan for the Healthcare District that provides a blueprint for future development and redevelopment that connects existing and future facilities through an integrated pedestrian and bike friendly system. With an adopted Campus Master Plan, healthcare services in which Barton Hospital owns a majority interest and are located within the Healthcare District will be considered public services provided by a non-profit organization, and therefore will be exempt from the requirements for CFA entitlements

**Goal PS-2: Water and Wastewater**
To maintain adequate water and sewer service for all properties within the Tahoe Valley area.

**Policy PS-2.1 – Lukins Brothers Water**
Coordinate with South Tahoe Public Utility District and Lukins Brothers Water in upgrading water systems in the Tahoe Valley area.

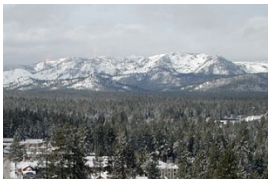
**Goal PS-3: Power**
To promote the use of alternative energy to power structures in the Tahoe Valley area.

**Policy PS-3.1 – Solar Energy**
Encourage new and remodeled structures to design for peak solar orientation, include solar panels, and incorporate design techniques to reduce energy consumption.

**Goal PS-4: Broadband**
To promote economic prosperity by providing digital infrastructure in the Tahoe Valley area.

**Policy PS 4.1 – Fiber Optic**
Coordinate with the business community, Caltrans, and other public service and facility providers to plan for and construct fiber-optic conduit in the Tahoe Valley area.

# SECTION 10
# Natural and Cultural Resources



The Natural and Cultural Resources Section is a supplement to the Natural and Cultural Resources Element of the City of South Lake Tahoe General Plan and to the Conservation Element of the TRPA Regional Plan. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan to achieve its vision for future natural and cultural resource protection.

The City's many resources contribute to its economy and are important elements in the quality of life of South Lake Tahoe residents and quality of the recreation experience for visitors. The preservation of these resources is essential for a prosperous and sustainable future. This section contains goals and policies and implementation strategies that focus on the preservation and enhancement of scenic, water quality, air quality, soil conservation, and ~~stream~~ Stream ~~environment~~ Environment ~~zones~~Zones.

## 10.1 Goals and Policies

This subsection outlines natural and cultural resource goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal NCR-1: Natural Resources**
To design neighborhoods, sites, and buildings that complement the natural environment.

**Policy NCR-1.1 – TRPA Coordination**
Coordinate with TRPA on annual monitoring, reporting, and recertification of the Tahoe Valley Area Plan to ensure that projects permitted by the City are consistent with the goals, policies, and standards of the Tahoe Valley Area Plan, the Regional Plan, and the Sustainable Communities Strategy.

**Goal NCR-2: Energy Conservation**
To improve design and construction practices so that new buildings last longer, are energy efficient, cost less to operate, and provide better working environments.

**Policy NCR-2.1 – Green Buildings**
Ensure that the design, construction, and operation of new construction and major renovations are consistent with the California Green Building Code and other state standards for energy efficiency. Promote and encourage property owners to use incentives provided for in the City's Green Building Incentive Program.

**Goal NCR-3: Scenic Resources**
To achieve threshold attainment for Scenic Roadway Unit #1, Unit #35, and Unit #36A within the Tahoe Valley Area Plan.

**Policy NCR-3.1 – Scenic**
Improve the visual quality of the built environment consistent with the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP) for Scenic Roadway Unit #1, Unit #35, and Unit #36A and ensure consistency with the Development and Design Standards contained in Appendix C.

**Policy NCR-3.2 – New Scenic Resources**
Designate the views of Tahoe Mountain, Monument Peak, and Heavenly Valley as scenic resources.

**Policy NCR-3.3 – Viewshed Protection**
Implement design standards and guidelines (Appendix C) to preserve, improve, and enhance the scenic quality of the natural environment and take full advantage of scenic views in the Tahoe Valley area through building orientation, setbacks, and design. Buildings greater than two stories shall not result in the net loss of views to an identified scenic resource.

**Policy NCR-3.4 – Open Space**
Maintain existing open spaces, SEZs, and stormwater drainage basins as view corridors to provide visual relief from the urban environment.

**Goal NCR-4: Stream Environment Zones**
To protect Stream Environment Zone (SEZ) restoration projects and areas of undisturbed SEZ within the Tahoe Valley area.

**Policy NCR -4.1 – Stream Environment Zones**
Increase the area of naturally functioning SEZ by preserving existing SEZ and restoring/rehabilitating disturbed SEZ in the Tahoe Valley area, prioritizing the Greenbelt area.

**Policy NCR -4.2 – Redirection and Transfer of Development**
Direct new development away from SEZs and encourage the removal and transfer of existing development from disturbed SEZs that can be feasibly restored. Encourage property owners to use TRPA's transfer incentives available in Chapter 51 of the TRPA Code. Development rights and existing development that are transferred from SEZs and other sensitive lands are eligible to earn residential bonus units, commercial floor area, and tourist accommodation bonus units, when transferred to Centers.

**Policy NCR-4.3 – Stream Environment Zone Mapping and Restoration**

Utilize the updated Bailey Mapped Land Capability Map to more accurately delineate the SEZs within the Tahoe Valley area (See Figure 15). 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.

**Goal NCR-5: Water Quality**
To protect and enhance Lake Tahoe's unique transparency, color and clarity, and improve the water quality in the South Shore's rivers, creeks, marshes, and groundwater.

**Policy NCR-5.1 – Stormwater System**
Construct the Tahoe Valley Water Quality Improvement Project as part of the Greenbelt Project

to treat stormwater from Tahoe Valley and adjacent residential areas, in order to reduce fine sediment loads to the Upper Truckee River and Lake Tahoe, and restore disturbed SEZs.

**Policy NCR-5.2 – Low Impact Development (LID) Techniques**
Incorporate site design elements to mimic and enhance natural hydrologic functions such as preserving and protecting environmentally sensitive site features and providing runoff storage, infiltration and groundwater recharge BMPs to reduce the transport of runoff and pollutants from the site at which they are generated.

**Policy NCR-5.3 – Best Management Practices**
Ensure installation and maintenance of Best Management Practices (BMPs) as required by the City's NPDES Permit and memorandums of understanding with TRPA.

**Policy NCR-5.4 – Best Management Practices Retrofit Certification**
Coordinate with TRPA to support private property BMP certification with a near-term focus on commercial and multi-family land uses that have drainage directly connected to Lake Tahoe and/or the Upper Truckee River, or are in the same catchment as Environmental Improvement Program (EIP) projects or public water quality improvement projects.

**Policy NCR-5.5 – Environmental Improvement Program (EIP)**
Coordinate with TRPA to implement the EIP water quality improvement projects in the Tahoe Valley area, with priority on Total Maximum Daily Load (TMDL) pollutant load reduction opportunities.

**Policy NCR-5.6 – Lake Tahoe Total Maximum Daily Load**

Collaborate with Lahontan Water Quality Control Board and refine the *Pollutant Load Reduction Strategy* for load reduction targets beyond the year 2016 and update the *Pollutant Load Reduction Plan* as necessary to achieve the Lake Tahoe TMDL load reduction targets. The Tahoe Valley Area Plan hereby incorporates by reference all monitoring, operations, maintenance, and reporting required by the City's NPDES permit, the adopted *Pollutant Load Reduction Plan* and the *Stormwater Management Plan*, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5.

**Policy NCR-5.7 – Source Water Protection**
Prevent contamination of source water in the Tahoe Valley area by requiring projects located in a Source Water Protection Zone, as defined by Chapter 60 of the TRPA Code, to incorporate appropriate source water protection and site-specific best management practices including pretreatment technologies.

**Policy NCR-5.8 – Drainage Incentive**
Allow projects within the Tahoe Valley area, to provide in-lieu funding for an area-wide municipal stormwater treatment if sufficient treatment capacity exists within an area-wide water quality treatment system, subject to the requirements of TRPA Code Section 13.5.3.B.3. Properties participating in an area-wide system would be considered as meeting their water quality mitigation and BMP requirements of the TRPA Code. Require that full pretreatment of drainage occurs on a private property before it is accepted into a City system.

**Policy NCR-5.9 – Off Site Improvements**
Ensure that all new development or redevelopment projects, and projects subject to a special

use permit install and maintain off-site water quality improvements, including but not limited to curb, gutter, drainage facilities, stabilized road shoulders, at the direction of the City engineer.

**Goal NCR-6: Historic and Archeological Resources**
To preserve cultural and historic resources in the Tahoe Valley area.

**Policy NCR-6.1 – Resource Protection**
Preserve identified historic and cultural resources where feasible. Where it is found that a resource has no economically viable future use, require mitigation for the loss of the resource that would preserve public access to its historic or cultural significance.

**Policy NCR-6.2: Archeological Investigations**

The City shall require 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 (e.g., undeveloped parcels near water features). The City shall require the preservation of discovered archeologically significant resources (as determined based on TRPA, State, and Federal standards by a qualified professional) in place if feasible, or provide mitigation (avoidance, excavation, documentation, curation, data recovery, or other appropriate measures) prior to further disturbance.

**Policy NCR-6.3: Human Remains Discovery**

The City shall require/condition projects and other ground disturbance activities to notify the City if human remains are discovered and halt work. The County Coroner will be notified according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission and Washoe Tribe, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

**Goal NCR-7: Excess Coverage Mitigation**
To maximize opportunities to remove and mitigate excess land coverage and facilitate environmental redevelopment in the Tahoe Valley area and to benefit environmental thresholds.

**Policy NCR-7.1 – Land Coverage**
Provide redevelopment incentives in centers that promote reduction, relocation, and transfer of land coverage to reduce onsite land coverage. The City will endeavor to reduce overall coverage in order to benefit the objectives of the Tahoe Valley Area Plan.

~~**Policy NCR-7.2 – Land Coverage Transfer Incentives**~~

~~To promote SEZ restoration in the Tahoe Valley plan area and the Upper Truckee Hydrologic watershed, all projects transferring and removing coverage from designated sending areas to offset existing excess coverage pursuant to Section 30.6 of the TRPA Code or to go up to the maximum coverage of 70 percent within land capability districts 4-7, inclusive, may be awarded coverage from the City's coverage pool, subject to availability and consistency with City Council policy. Bonus coverage from the City may be earned pursuant to the transfer ratios in the following table:~~

| ~~Sending Area~~ | ~~Bonus Coverage Earned (per sq. ft.)~~ |
|---|---|

| | |
|---|---|
| ~~TRPA Designated Stream Restoration Plan Area~~ | ~~1~~ |
| ~~Tahoe Valley Greenbelt and Associated SEZs~~ | ~~1~~ |
| ~~Other SEZs in the Upper Truckee Watershed Hydrologically Related Area Located within the City Limits~~ | ~~0.5~~ |

**Policy NCR-7.~~3~~ 2 – Landscape Treatment**
Encourage onsite landscaping in all private and public redevelopment projects. Landscape features should be integrated with BMPs to treat stormwater runoff and be consistent with fire standards for defensible space.

**Policy NCR-7.~~4~~ 3 – Transfer of Coverage**
Give priority to projects transferring hard and soft coverage from SEZs and other sensitive land to high capability lands within the Town Center Core District.

**Policy NCR-7.~~5~~ 4 – Stormwater Enhancement**
Collaborate with the California Tahoe Conservancy in identifying priority parcels in sensitive lands for public acquisition and coverage removal to facilitate construction of the Tahoe Valley Water Quality Improvement Project.

**Goal NCR-8: Air Quality**

To achieve air quality improvement and emission reductions in the Tahoe Valley Area Plan.

**Policy NCR-8.1 – Construction Emissions**
Incorporate measures to reduce construction-generated 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 a fuels reduction project.
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.
- Restrict idling time for construction equipment and vehicles.
- Apply water to control dust as needed to prevent dust impacts.

## 10.2 Implementation

This subsection outlines Natural and Cultural Resources improvements that implement the vision, guiding principles and the goals and policies of the Tahoe Valley Area Plan. Figure 16 depicts proposed EIP and TMDL water quality improvement projects within the plan area and its vicinity to be implemented to improve the water quality, soils and SEZ thresholds.

**SCENIC RESOURCES**

As discussed in Section 3, Existing Conditions, TRPA Threshold Evaluations noted that the majority of roadway units with improved threshold scores fall partially or wholly within urbanized areas. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscaped drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts, and improved signage have all contributed to a transformation in many of these units. These improvements affect both travel route and scenic quality ratings.

Within the Tahoe Valley plan area, continued improvements in the built environment are anticipated through the implementation of the recommendations of the Scenic Quality Improvement Program, implementation of the design standards of the Area Plan that are intended to facilitate the upgrade of the overall architectural quality, the preservation of open space and viewsheds, and installation of curbs and gutters along US 50 and SR 89. The following implementation strategies are also intended to promote scenic threshold attainment:

| **Scenic Quality Improvement Strategies** | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| ~~US 50 and SR 89~~ | ~~Install curbs, gutters, sidewalks, street lights and landscaping to provide a "clean edge" along the roadway.~~ | ~~CSLT with CALTRANS coordination (existing capital project)~~ |
| Development and Design Standards | Implement the development and design standards and guidelines during project review to enhance the built environment, promote pedestrian mobility and provide for scenic viewshed protection. Incorporate design standards that enhance the scenic quality of the natural and built environment in Tahoe Valley for the following elements:<br>▪ Architectural Style<br>▪ Building Materials<br>▪ Building Colors<br>▪ Building Height<br>▪ Access Drives<br>▪ Parking<br>▪ Lighting<br>▪ Landscaping<br>▪ Signs<br>▪ Utility Lines | CSLT, ongoing |

| Scenic Quality Improvement Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Land Use | Designate SEZ restoration sites and stormwater drainage basins as Open Space in the Tahoe Valley area. | CSLT |
| Scenic Quality Resources | Designate the following as scenic resources:<br>▪ The mountain and ridgeline viewshed of Tahoe Mountain as viewed from the "Y" intersection.<br>▪ The mountain and ridgeline viewshed of Monument Peak and Heavenly Ski Resort from the South "Y" intersection. | CSLT<br>TRPA |
| Business Façade Improvement Program | Implement a program to provide low-interest loans to local businesses and Business Improvement Districts to install aesthetically improved building facades. | CSLT |
| SQIP | Implement the SQIP recommendations in non-attainment scenic roadway units during project review. | CSLT |

**Completed Scenic Quality Improvement Strategies**

Since adoption of the Tahoe Valley Area Plan in 2015, the following strategies have been completed.

| **Improvements** | **Description** | **Completed** |
|---|---|---|
| US 50 and SR 89 | Install curbs, gutters, sidewalks, streetlights, and landscaping to provide a "clean edge" along the roadway. | CSLT with CALTRANS coordination, 2016, 2018 |

**STREAM ENVIRONMENT ZONES**

There has been extensive disturbance of SEZs in the planning area. The opportunities to implement area-wide BMPs, improve drainage systems, and increase SEZ restoration to benefit stream environment zone function exist in the planning area, but are dependent upon verifying and delineating accurate SEZ boundaries. The City hired Cardno/Entrix and Terra Sciences, experts in the field of soil science and hydrology, to review the existing mapped SEZs and verify the land capability districts for the Tahoe Valley Area Plan. The consultants analyzed previous land capability verifications, site assessments and land capability challenges that have occurred in the planning area, conducted a visual inspection of SEZs (reviewing vegetation, landforms, topography and aerial photography, and examined soil samples to closely examine near-surface soil conditions). The experts concluded that the SEZ boundaries adopted in the 1987 Land Capability Map are not accurate to the Area Plan scale. Based on analysis of soils, these efforts have resulted in a new SEZ and land capability district map, which is included as Figure 15 (Terra Science Inc., 2014). Though not mentioned in the Terra Science report, it is acknowledged that there are two ephemeral streams contained within the new SEZ boundaries. It should also be noted that even with an updated land capability map, property owners are still required to obtain parcel level site assessments and/or land capability verifications from TRPA prior to project submittal.

The following programs and key strategies are intended to promote SEZ restoration threshold attainment in the Tahoe Valley area.

| Stream Zone Restoration Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| SEZ Restoration | The Tahoe Valley Greenbelt: Restore disturbed SEZ as part of the construction of the Tahoe Valley Greenbelt and Tahoe Valley Water Quality Improvement Project. | CSLT<br>CTC |
| | ~~Tahoe Valley Land Capability Map: Amend and utilize an updated Bailey Mapped Land Capability Map that more accurately delineates the boundaries of the SEZs that are located in the Tahoe Valley area (Figure 15). Utilize the updated Land Capability Map and coordinate with the California Tahoe Conservancy to prioritize the removal of development and coverage from delineated SEZs.~~ | ~~CSLT~~<br>~~CTC~~ |
| | Coordinate with the California Tahoe Conservancy to prioritize and target the removal of development and land coverage in delineated SEZs and from TRPA designated Stream Restoration Plan Areas. | CSLT<br>CTC |

**Completed Stream Zone Restoration Strategies**

Since adoption of the Tahoe Valley Area plan in 2015, the following strategies have been completed.

| **Improvements** | **Description** | **Complete** |
|---|---|---|
| SEZ Restoration | Tahoe Valley Land Capability Map: Amend and utilize an updated Bailey Mapped Land Capability Map that more accurately delineates the boundaries of the SEZs that ~~are located in~~are in the Tahoe Valley area (Figure 15). Utilize the updated Land Capability Map and coordinate with the California Tahoe Conservancy to prioritize the removal of development and coverage from delineated SEZs. | CSLT, CTC, 2015 |

**WATER QUALITY**

The Tahoe Valley Area Plan responds to the needed improvements in water quality by continuing to require installation of on-site BMPs, construction and maintenance of water quality improvement projects within the Tahoe Valley plan area and implementation of the City's TMDL Pollutant Load Reduction Plan. The following programs and key strategies are intended to promote water quality threshold attainment:

| Water Quality Improvement Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| US 50 and SR 89 Water Quality Improvement Project | ~~US 50 Airport to "Y" Junction Water Quality Improvement Project: The project will collect and treat runoff along US 50. The project will provide a 3- to 4-foot shoulder for a Class II bike lane, and will provide curb, gutter and sidewalk. The project was completed in the fall of 2014.~~ | CALTRANS (existing capital project) |
| | ~~SR 89 "Y" to Cascade Road Water Quality Improvement Project: The project will collect and treat runoff along SR 89 from the "Y" junction to Cascade Road. The project will provide curbs, gutters, and sidewalks, and a 4-foot shoulder for a Class III bike route. Construction began in the Fall of 2014 and is expected to be completed by the Winter of 2015.~~ | |
| | ~~US 50 "Y" to Trout Creek Water Quality Improvement Project: The project will collect and treat stormwater runoff from the "Y" junction to Trout Creek. It will include 6-foot shoulders for Class II bike lanes, and replace traffic signals, curbs, gutters and sidewalks. The project is currently in the design phase and construction is expected to begin late 2016 and be completed by Winter of 2019.~~ | |
| Tahoe Valley Water Quality Improvement Project | The Tahoe Valley Water Quality Improvement Project: This project includes much of the densely developed commercial areas near U.S. Highway 50, both north and south of the "Y" is a priority for treatment as storm water runoff discharges directly to the Upper Truckee River, which drains to Lake Tahoe. The project includes design of water quality improvements to reduce pollutant loads discharged to the Upper Truckee River. This project is proposed to be implemented along with the Greenbelt project. | CSLT |
| Tahoe TMDL | Register Completed WQIPs (2004-2012) from the Pollutant Load Reduction Plan. The City has completed seven WQIPs. The Urban Planning Catchments (UPCs) that encompasses the seven completed project areas will be registered with the Lake Clarity Crediting Program. Of the seven WQIP projects completed by the City that will be registered, one is located within Tahoe Valley and treats runoff from within the plan area and from adjacent residential neighborhoods. The WQIP is Glorene and 8th Street. | CSLT |
| Stormwater System | The City will complete annual stormwater system inspections for ~~stormwater system,~~ construction, ~~and~~ commercial, industrial, and municipal sites as ~~inspections~~ required in the NPDES MS4 permit. | CSLT |

| Water Quality Improvement Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| BMP Compliance | Focus BMP installation and compliance on commercial and multi-family projects that are adjacent, have connected impervious surfaces, or the same catchment as EIP or public projects. | TRPA |
| | Ensure BMPs are incorporated in all projects reviewed under the City's MOU to capture a 20-year, one-hour storm or alternative BMPs if infiltration is not possible. | CSLT |
| | Coordinate with TRPA to support and/or enforce private property BMP certification with a near-term focus on approximately 290 acres of commercial land uses that directly discharge stormwater to Lake Tahoe | CSLT<br>TRPA |
| Road Operations | The City will continue to track abrasive applications and materials recovered by sweeping and vactoring in order to identify areas with high pollutant loads, and implement other actions to reduce pollutant loads. | CSLT |

**Completed Water Quality Improvement Strategies**

Since the initial adoption of the Tahoe Valley Area Plan in 2015, the following water quality improvements have been ~~implemented~~completed.

| **Improvements** | **Description** | **Completed** |
|---|---|---|
| US 50 and SR 89 Water Quality Improvement Project | US 50 Airport to "Y" Junction Water Quality Improvement Project: The project will collect and treat runoff along US 50. The project will provide a 3- to 4-foot shoulder for a Class II bike lane, and will provide curb, gutter and sidewalk. The project was completed in the fall of 2014. | CALTRANS, 2014 |
| | SR 89 "Y" to Cascade Road Water Quality Improvement Project: The project will collect and treat runoff along SR 89 from the "Y" junction to Cascade Road. The project will provide curbs, gutters, and sidewalks, and a 4-foot shoulder for a Class III bike route. Construction began in the Fall of 2014 ~~and is expected to be completed by the Winter of 2015~~and was completed in 2016. | CALTRANS, 2016 |
| | US 50 "Y" to Trout Creek Water Quality Improvement Project: The project will collect and treat stormwater runoff from the "Y" junction to Trout Creek. It will include 6-foot shoulders for Class II bike lanes, and replace traffic signals, curbs, gutters and sidewalks. ~~The project is currently in the design phase and construction is expected to begin late 2016 and be completed by Winter of 2019.~~ | CALTRANS, 2018 |

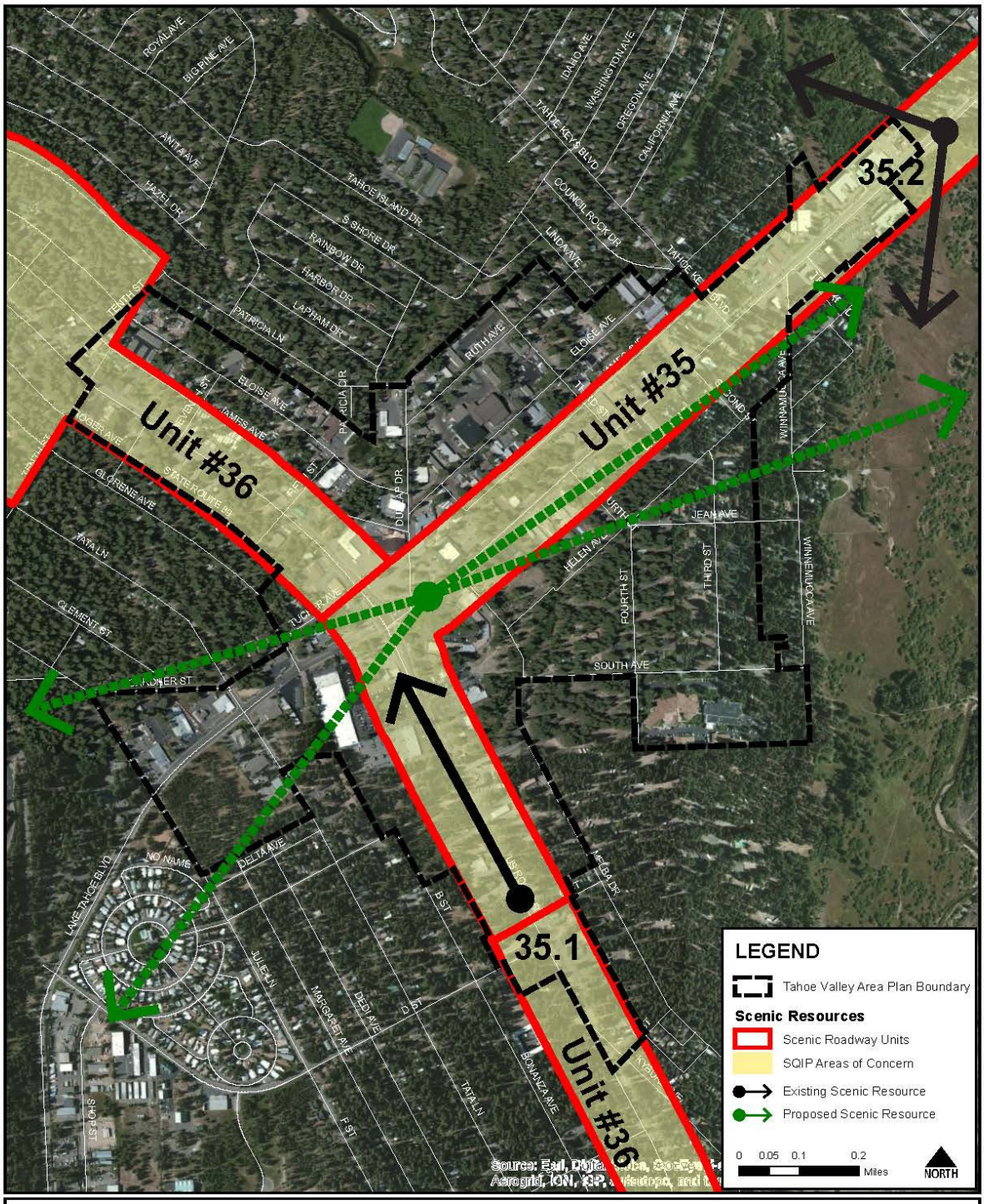
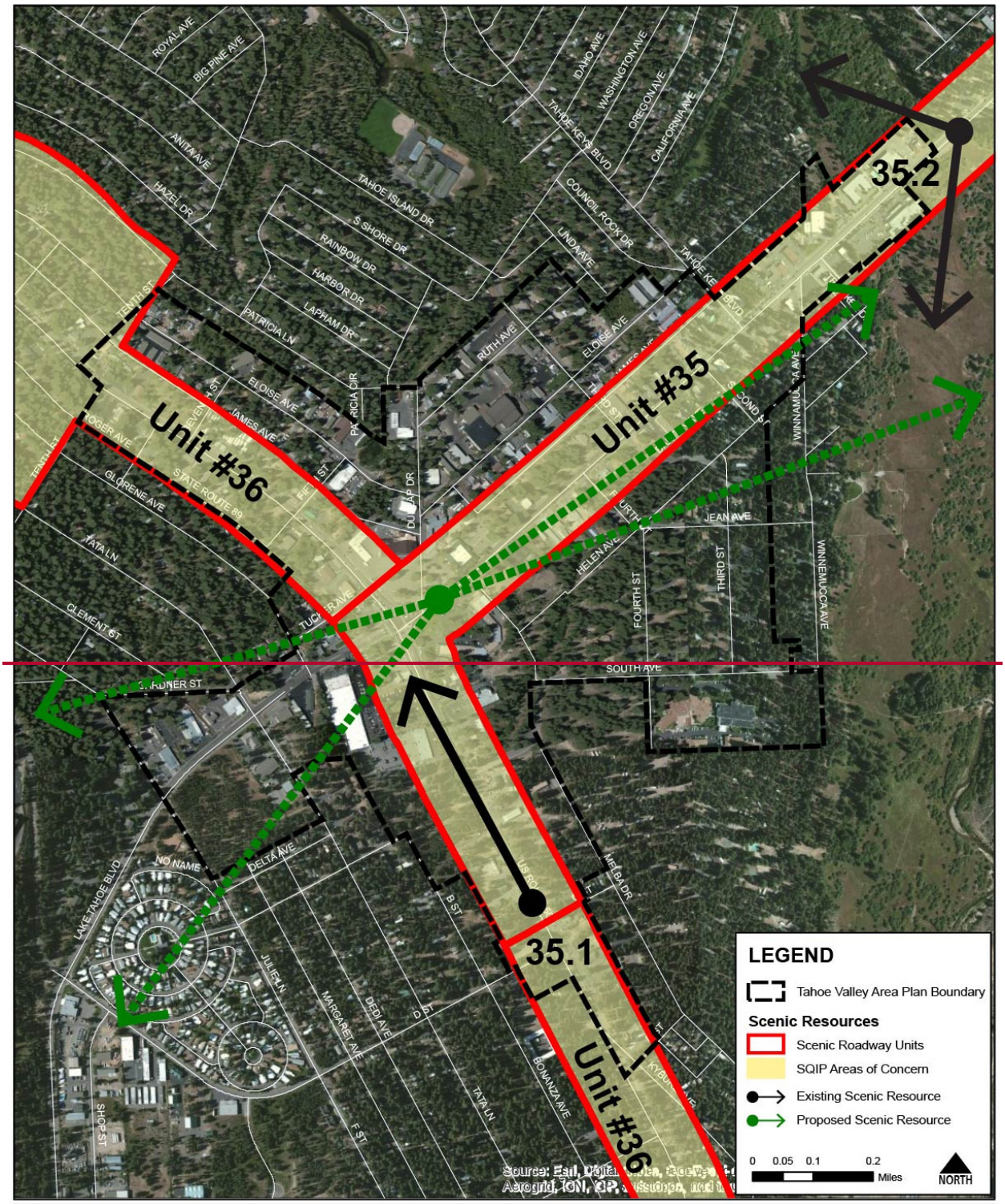
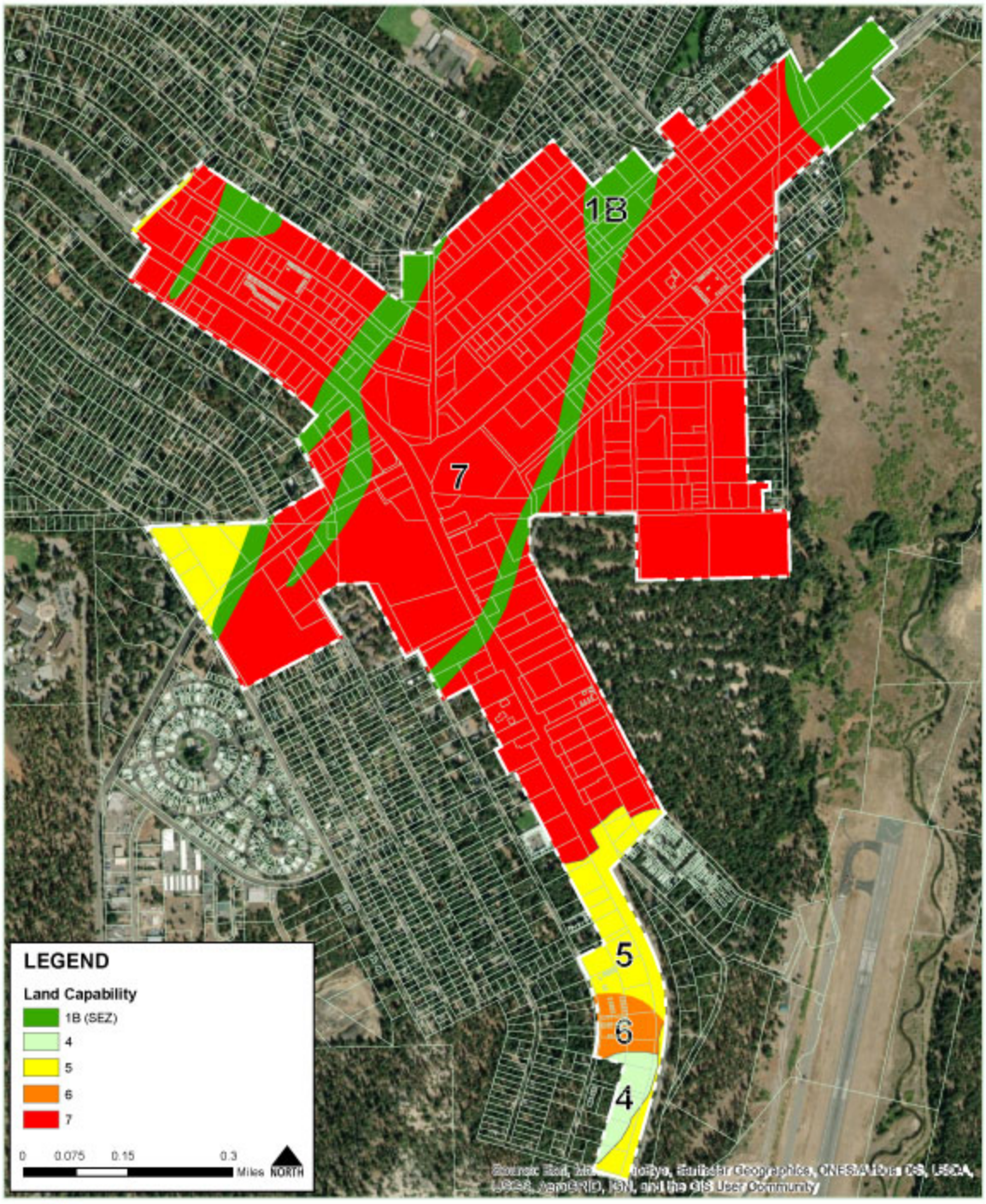



Figure 14
Proposed Scenic Resources
April 2023, unchanged from initial adoption



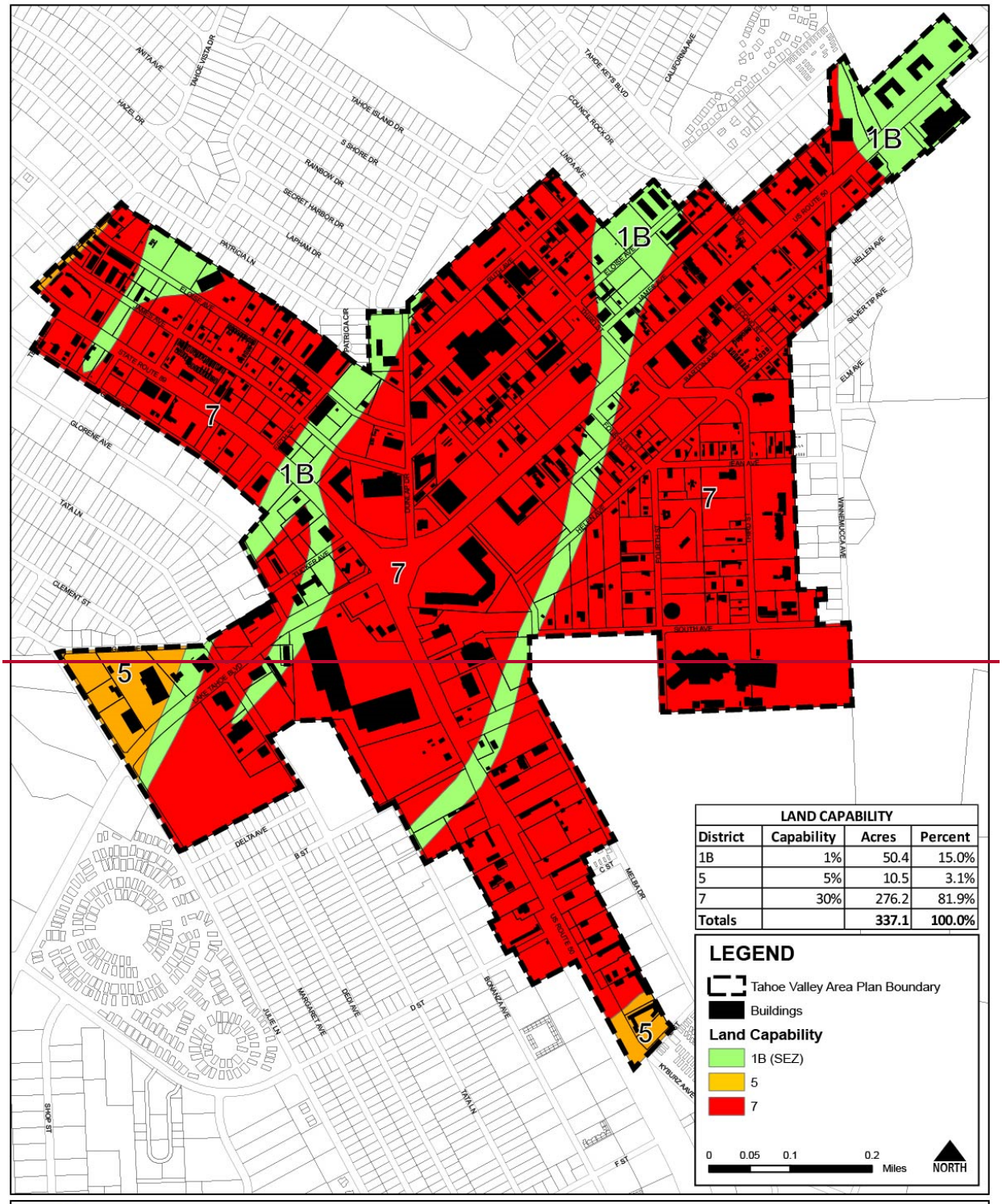

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 14
Proposed Scenic Resources
March 2015




CITY OF SOUTH LAKE TAHOE

**Figure 15**
Amended Mapped Land Capability Districts
April 2023




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 15
Amended Mapped Land Capability Districts
March 2015

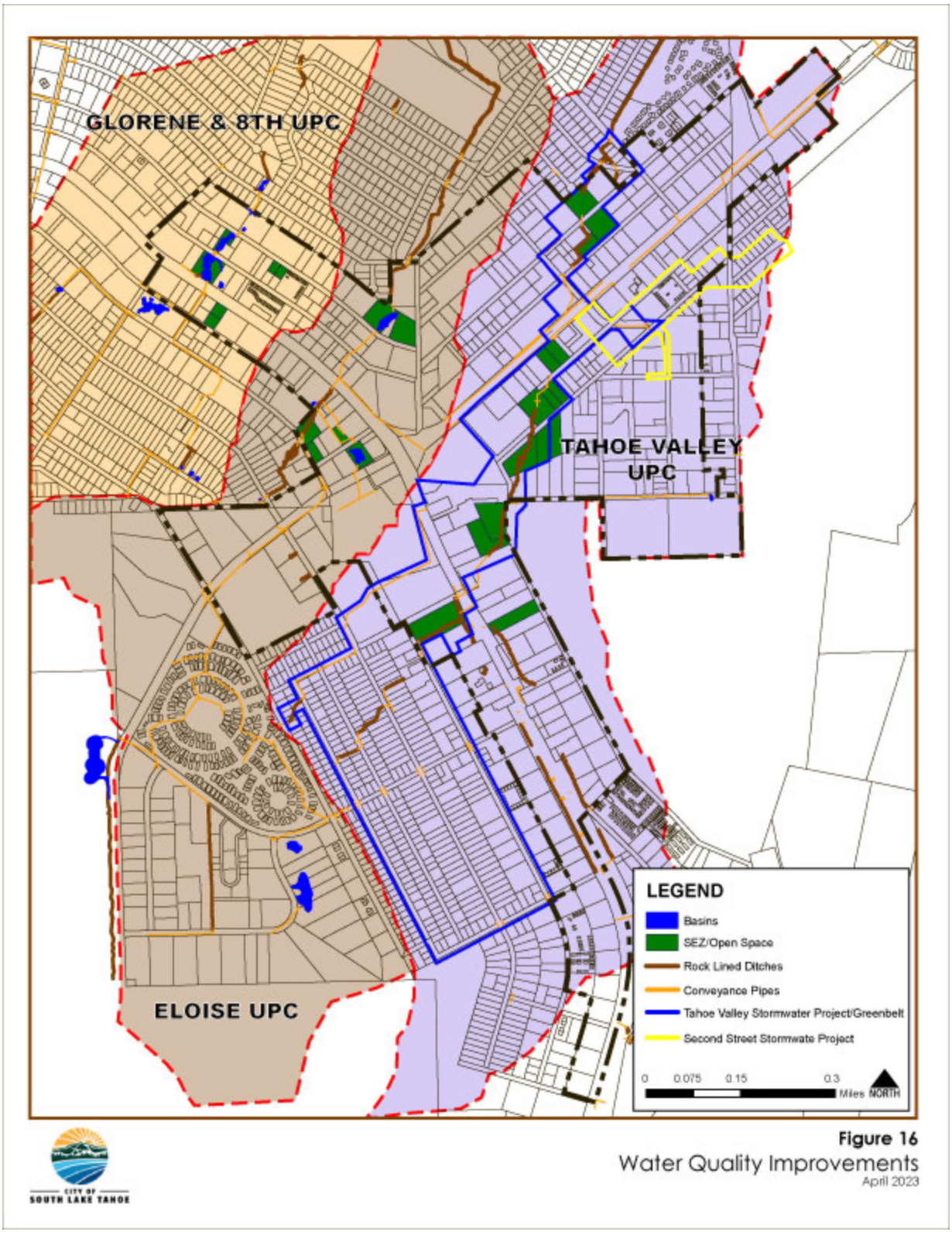
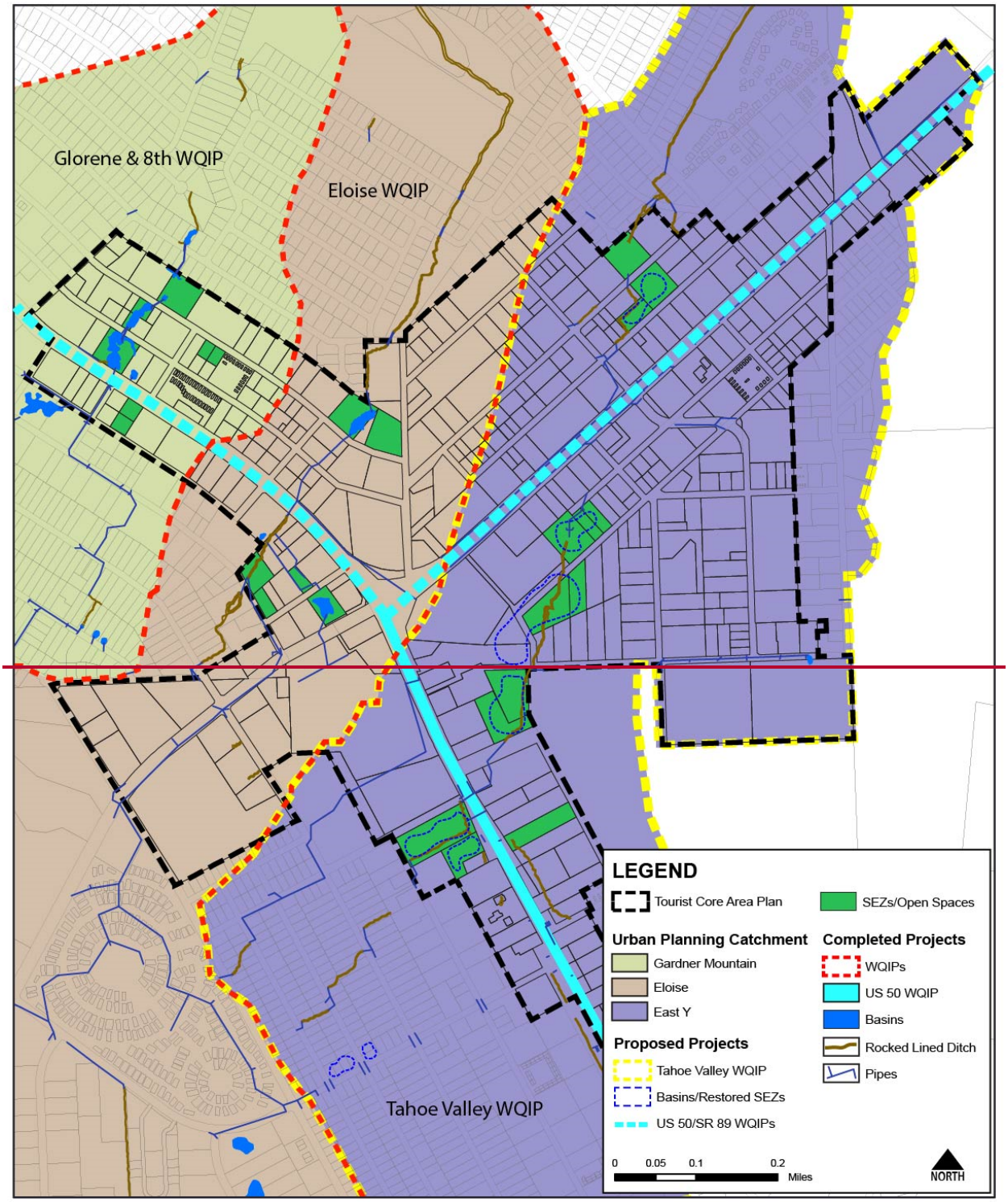



**Figure 16**
Water Quality Improvements
April 2023




City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 16
Proposed Water Quality Improvements
March 2015

# SECTION 11
# Recreation and Open Space



The Recreation and Open Space Section is a supplement to the Recreation and Open Space Element of the City of South Lake Tahoe General Plan and Recreation Element of the TRPA Regional Plan. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan to improve recreational opportunities.

Tahoe Valley serves as a hub for numerous outdoor recreation activities. A variety of recreational opportunities, such as boating, campgrounds, beaches, and mountain bike trails are easily accessible from the plan area. Public beaches, campgrounds, trail heads, interpretive centers, and boat launching facilities are all located in close proximity to Tahoe Valley and are accessible by bike paths and routes that run through the plan area and by transit from the South "Y" Transit Center. In addition, Tahoe Valley has numerous established businesses that cater to the recreation user by providing recreation based commercial services such as the sale and rental of biking, kayaking, and paddle board equipment. To further expand and enhance the recreation opportunities in the plan area and its surroundings, the goals, policies, and implementation strategies of this section promote the preservation and creation of open space, construction of bike and trail connections, increased transit service, and establishment of recreation based businesses within the plan area. Furthermore, the plan promotes ecotourism that unites conservation, communities, and sustainable travel. This means that those who implement and participate in ecotourism activities should follow the following ecotourism principles:

- Minimize impact.
- Build environmental and cultural awareness and respect.
- Provide positive experiences for both visitors and hosts.
- Provide direct financial benefits for conservation.
- Provide financial benefits and empowerment for local people.
- Raise sensitivity to host countries' political, environmental, and social climate.

## 11.1 Goals and Policies

This subsection outlines recreation goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal REC-1: Recreation System**
To create a recreation system for the enjoyment of both local residents and tourists.

**Policy REC-1.1 – Hierarchy and Interconnection**
Develop an interconnected system of open spaces, community parks, plazas, bike and pedestrian trails, and other types of public and private spaces as part of new development and redevelopment of existing sites.

**Policy REC-1.2 – Coordination with Commercial Uses**
Require public trails and plazas to be incorporated into the development and redevelopment of commercial, industrial, public, and multi-family projects.

**Policy REC-1.3 – Private Improvements**
Encourage the private sector to make recreational improvements on their land. Improvements may include establishing community event areas, providing paths and walkways that connect to adjacent sidewalks and bike paths, establishing appropriate space for the outdoor display of for sale or ~~rental~~ for rent recreation equipment.

**Policy REC-1.4 – Access**
Enhance the existing trail and bike system that connects the Tahoe Valley area to recreation opportunities in the South Shore.

**Policy REC-1.5 – Eco-Tourism Incentives**
Provide the following incentives to businesses and facilities that promote the South Shore as an eco-tourism recreation destination:

- Priority plan check, over all other project applications, by all City Departments; and
- Recognition at a televised City Council meeting and on the City Website.

**Goal REC-2: Open Space**
To preserve, protect, and maintain open spaces in the Tahoe Valley plan area.

**Policy REC-2.1 – Preservation**
Preserve and maintain open spaces within the Tahoe Valley plan area that provide a visual break from the urban environment as well as views of surrounding mountains, forests, and stream environment zones. Depending upon their ecological sensitivity, open spaces may incorporate paths, boardwalks, pedestrian and bicycle trails, and benches.

**Policy REC-2.2 – Public Access**
Ensure that public access does not jeopardize restoration activities and water quality and stormwater treatment projects on publicly-owned open space lands.

**Policy REC-2.3 – Multi-Use**

Encourage the multi-use of open spaces in the Tahoe Valley area for storm water treatment, pedestrian and bicycle connectivity, passive recreation uses and as a visual break from the developed environment.

**Policy REC-2.4 – Tahoe Valley Greenbelt**

Construct the Tahoe Valley Greenbelt Project as a multi-use area incorporating stormwater treatment facilities, pathways, and open space. Allow for the accommodation of active and passive recreation uses that include but are not limited to installing bike/pedestrian paths, pedestrian amenities, and interpretive signage.

**Policy REC-2.5– Adjacent Uses**

Encourage commercial uses located adjacent to the Tahoe Valley Greenbelt to provide direct access to the greenbelt and use it as a visual amenity.

**Policy REC-2.6– Coordination**

Coordinate with the California Tahoe Conservancy to ensure that implementation of the Tahoe Valley Greenbelt is consistent with recreation and restoration goals and objectives of the California Tahoe Conservancy and the State of California.

**Goal REC-3: Recreation Opportunities**

To connect Tahoe Valley to a network of parks, open spaces, and recreation sites that serve the needs of South Lake Tahoe residents and tourists.

**Policy REC-3.1 – Recreation Hub**

Promote the Town Center Core District as a recreation hub by allowing for a mix of uses that promote outdoor recreation concessionaires, recreation based commercial services, and temporary activities. Connect the recreation hub to recreation opportunities by upgrading existing bike and pedestrian trails, constructing new connections, and increasing transit service. Improve access to recreation opportunities by installing way-finding and interpretive signage within the Town Center Core District and improve access along bike trails.

**Policy REC-3.2 – Neighborhood/Pocket Parks**

Develop neighborhood/pocket parks within the Neighborhood Professional District and surrounding residential areas.

**Goal REC-4: Plazas**

To provide area within commercial centers for people to meet, socialize, relax, and interact.

**Policy REC-4.1 – Plaza Location**

Require all large development within the Town Center Core District to provide informal public gathering areas and places for community activities.

**Policy REC-4.2 – Plaza Amenities**

Require all plazas to include seating, tables, and other amenities attractive to shoppers and pedestrians. Larger plazas should include trees, native landscaping, hardscape, year-round restrooms, formal eating areas, places for community activities, and possibly areas for spectator recreational activities such as climbing walls.

**Goal REC-5: Temporary Events**

To provide areas for temporary events in the Town Center Core District.

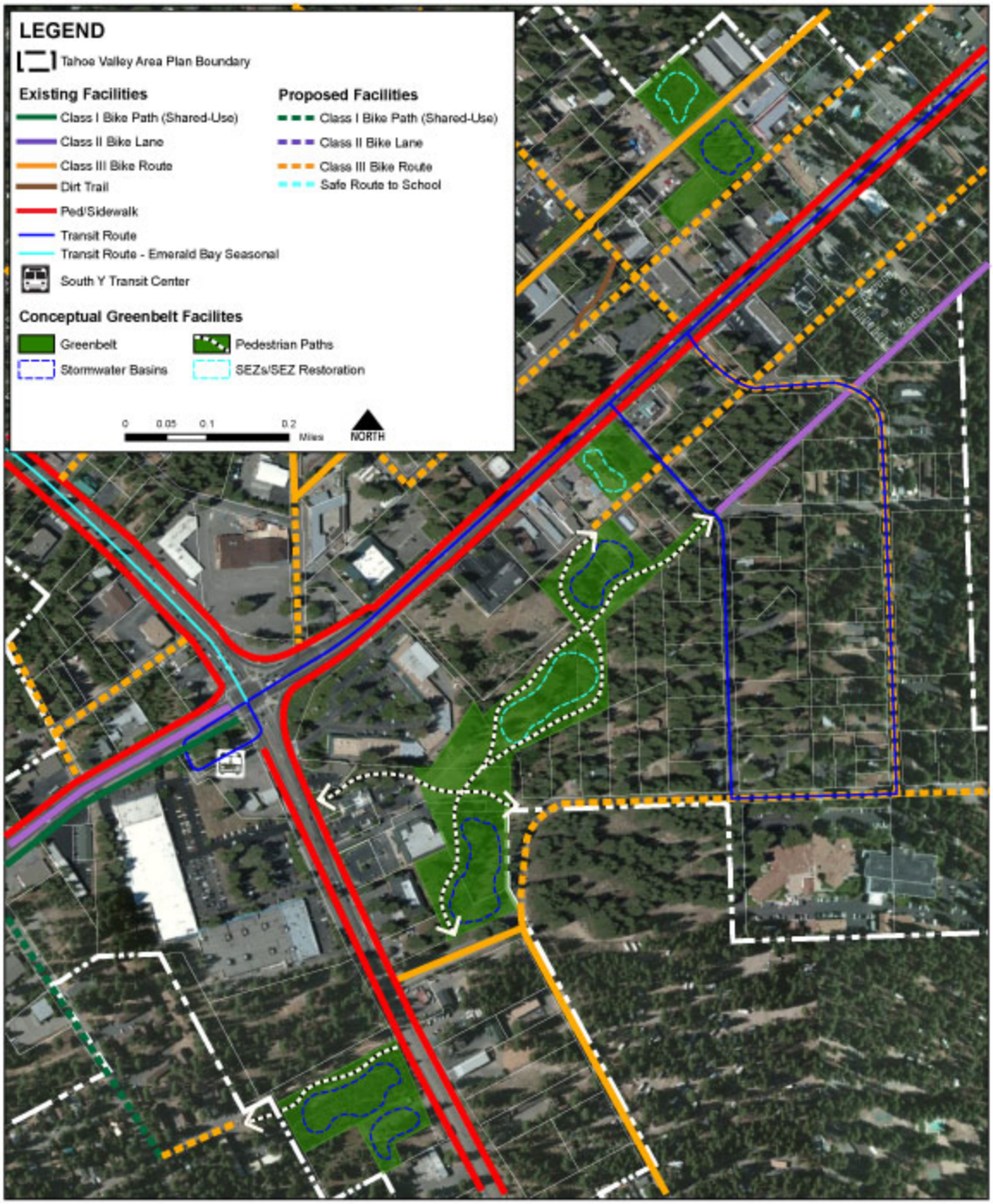
**Policy REC-5.1 – Temporary Event Locations**
Encourage temporary events and activities within public and private plazas in the Town Center Core District to increase pedestrian and economic activity in commercial areas.

## 11.2 Implementation

This subsection outlines recreation improvements that implement the vision, guiding principles and the goals and policies of the Tahoe Valley Area Plan.

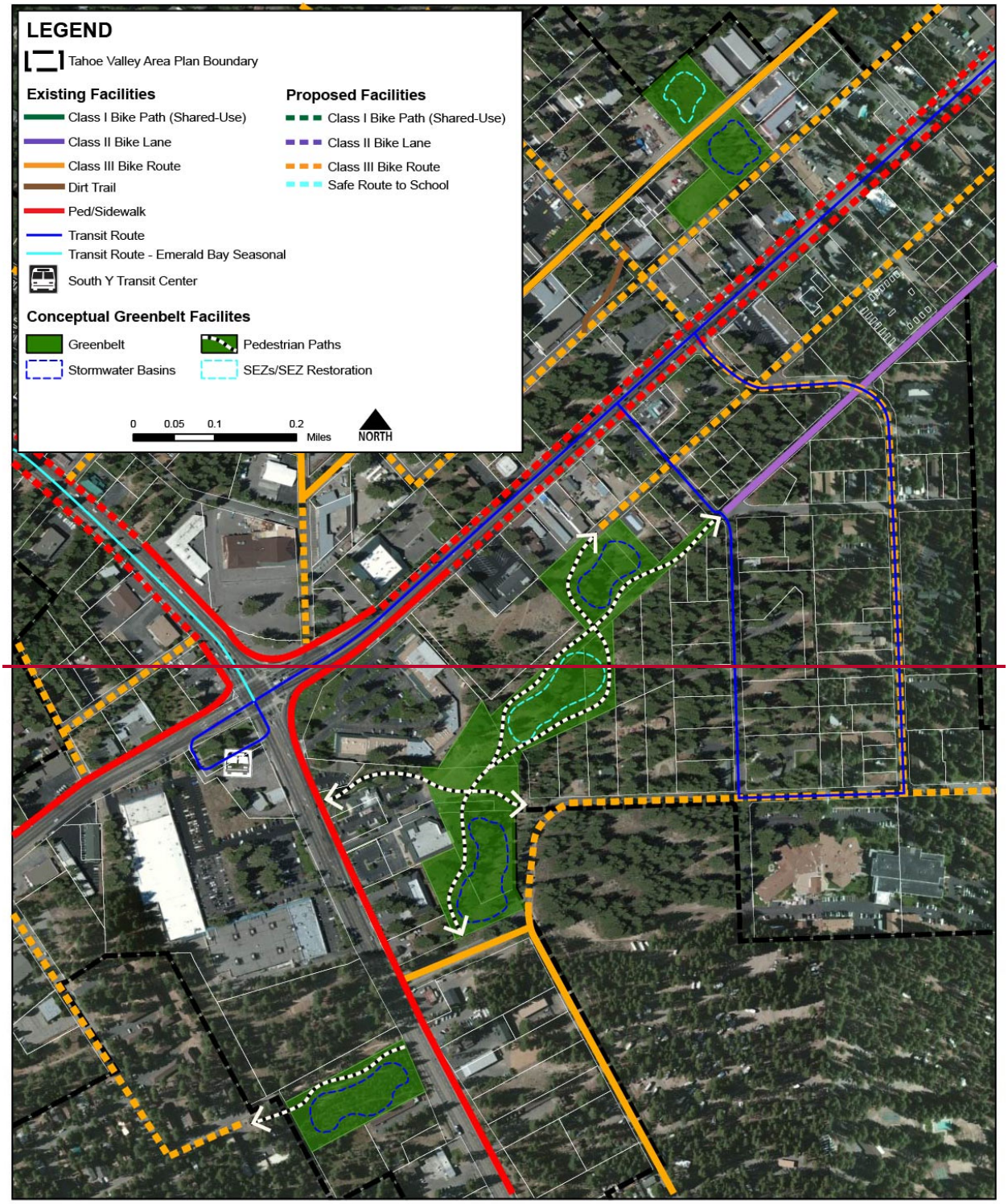
In addition to the implementation strategies proposed in the transportation section to enhance recreation opportunities, the following recreation projects or programs are planned:

| Recreation and Open Space Improvement Strategies | | |
|---|---|---|
| **Improvements** | **Description** | **Lead Agency** |
| Way-Finding Signage Program | Expand the City's Way-Finding program to direct pedestrian and bicycle traffic to recreation opportunities along the southwest shore of Lake Tahoe. | CSLT with CALTRANS and CTC coordination |
| Parks | Construct the Tahoe Valley Greenbelt and provide pedestrian and bicycle connectivity, passive recreation uses and provide a visual amenity for adjacent land uses. | CSLT with CTC coordination |
| Commercial Floor Area | Amend the CFA allocations procedures to add additional criteria for earning CFA from the City unallocated pool. The City should add criteria that allow projects that promote the South Shore as an eco-tourism recreation destination to access the City's CFA pool. | CSLT |




CITY OF SOUTH LAKE TAHOE

Figure 17
Conceptual Tahoe Valley Greenbelt
April 2023



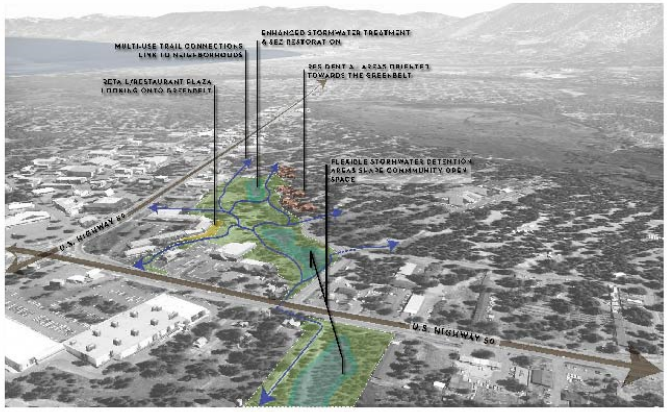

City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 17
Conceptual Tahoe Valley Greenbelt
March 2015



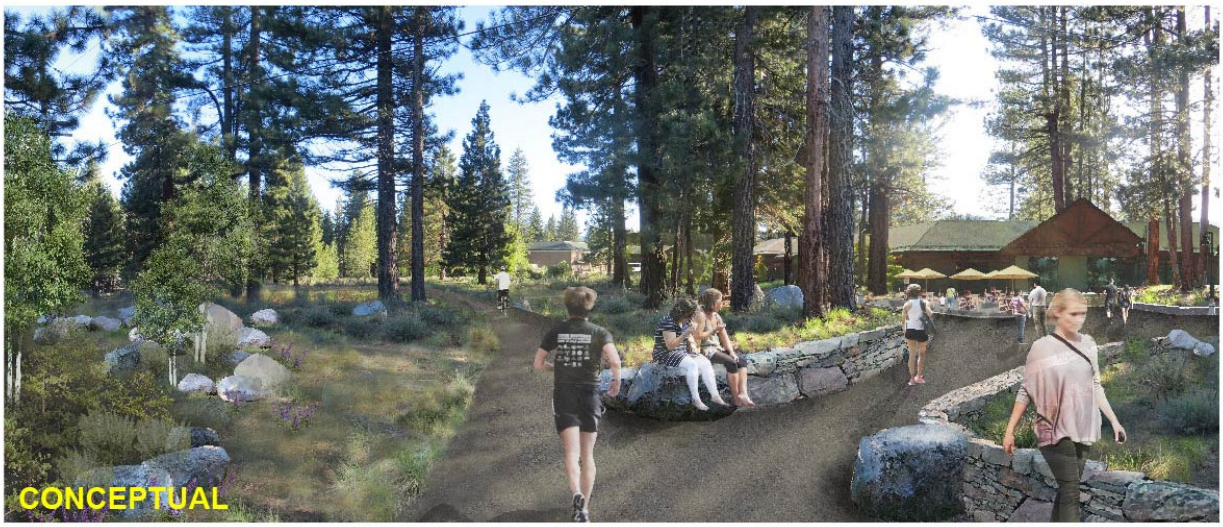

CITY OF SOUTH LAKE TAHOE

**Figure 18**
Conceptual Tahoe Valley Greenbelt
April 2023










City of South Lake Tahoe, CA
Tahoe Valley Area Plan

Figure 18
Conceptual Tahoe Valley Greenbelt Illustrations
March 2015

# SECTION 12
# Safety and Noise



The Safety and Noise Section is a supplement 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. Consistent with these plans, this section provides the policy context for the Tahoe Valley Area Plan for future health and safety. Safety hazards are naturally induced, such as seismic, geologic, flooding, snow, avalanche, and wildland fire hazards. Other hazards are human-made including aircraft crash hazards and hazardous materials. In addition, the planning process should account for other issues related to community health and safety, including noise exposure. Protection from the risks of natural and human-made hazards is essential in establishing a sense of well-being for residents and visitors.

## 12.1 Goals and Policies

This subsection outlines safety and noise goals and policies for the Tahoe Valley Area Plan. These goals and polices implement the vision and guiding principles discussed earlier.

**Goal HNS-1: Safety**
To protect the community from injury and damage resulting from natural catastrophes and hazardous conditions.

**Policy HNS-1.1 – 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)~~Lake Tahoe Comprehensive Land Use Plan (CLUP), or Airport Compatibility Land Use Plan (ACLUP),~~ in effect at the time the project is reviewed.

**Policy HNS-1.2 – Floodplains**
Support the restoration of floodplains through the use of incentives to relocate existing development to higher capability lands.

**Policy HNS-1.3 –Fire Protection**
Require any new structure or addition, to an existing structure to implement fire prevention techniques consistent with the current California Building and Fire Codes in order to obtain a building permit.

**Policy HNS-1.4 – Defensible Space and Fire-Safe Landscaping**
Require property owners to maintain defensible space through annual landscape maintenance, including the removal of dead/dying material and pruning/thinning of flammable vegetation.

Ensure that landscape plans in new and rehabilitated structures conform to defensible space requirements of Section 4291 of the California Public Resources Code.

**Policy HNS-1.5 – Water Lines**
Require all public water providers to maintain adequate water supply systems and flows to meet fire suppression needs throughout the City.

**Policy HNS-1.6 – Minimum Fire Flow Requirements**
Require that all new construction meet the minimum fire flow requirements as set forth in the current California Building and Fire Codes.

**Policy HNS-1.7 – Healthcare Campus District**
Collaborate with Barton Healthcare System to ensure adequate access is provided for emergency vehicles in any new construction or reconstruction of facilities in the Healthcare District.

**Policy HNS-1.8 – Tahoe Valley Greenbelt**
Ensure adequate access for paramedic and fire vehicles to the Tahoe Valley Greenbelt. Ensure the greenbelt can be accessed from adjacent streets and that bike and pedestrian paths can accommodate emergency vehicles.

**Goal HNS-2: Noise**
To protect residents from the harmful and annoying effects of exposure to excessive noise.

**Policy HNS-2.1 – Maximum Community Noise Equivalent Level**
Maintain a maximum community noise equivalent level (CNEL) of 65 CNEL for the Tahoe Valley Area, except for the Neighborhood Professional and Healthcare Campus Districts, where the standard is 55 CNEL. Require any new project that is determined to have the potential to exceed the noise standards submit a noise analysis as part of the environmental review process. Noise measurements conducted for noise analyses must follow TRPA protocols for the CNEL measurements. These projects must incorporate design features to ensure compliance with noise standards.

**Policy HNS-2.2 – Transportation Noise**
Require the 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 HNS-2.3 – Project Review**
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, so noise mitigation may be included in the project design. All acoustical analyses shall:

- Be the financial responsibility of the applicant;
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;

- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources;
- Estimate existing and projected cumulative (20-year) noise levels in terms of Ldn or CNEL and/or the standards shown in Table HS-1, and compare those levels to the policies in this section;
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this section, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to building which contain noise-sensitive land uses;
- Estimate noise exposure after the prescribed mitigation measure(s) has been implemented; and
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measure(s).

**Policy HNS-2.4 – Construction 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. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan Draft EIR. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 in/sec. (0.5 mm/sec.)

**Policy HNS-2.5 – Land Use Compatibility**

Incorporate measures to ensure noise/land use compatibility on a project-specific basis. Such measures may include, but are not limited to , the following:

- Construction of berms and/or acoustical shielding;
- Establishment of setback requirements for new development in specific areas exposed to roadway noise;
- Noise-reducing acoustical treatment of existing and proposed buildings; and
- Use of building layout and project features for noise-screening purposes.

# SECTION 13
# Incentive and Mitigation Programs

This section sets forth incentives and mitigation fee programs applicable to the Tahoe Valley Area Plan~~.~~.

## 13.1 Incentive Programs

Specific incentives are available to support implementation of the plan's vision and support attainment of TRPA's Thresholds. Some of these incentives are found in the plan itself, others are found in the TRPA Code of Ordinances, and additional incentives are provided through City programs.

**Alternate Water Quality Fee Program**

An Area Plan may propose to establish area-wide water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the requirements outlined in TRPA Code Section 13.5.3.B.3. All properties within the Tahoe Valley area plan that participate in an area-wide treatment system implemented by the City will be considered as meeting the stormwater infiltration requirement of TRPA Code Chapter 60: Water Quality for drainage storage and treatment. Onsite BMP source treatment such as paving and revegetation are still required as part of this program where feasible.

Public and private entities which contribute financially are eligible to participate.

**Alternate Traffic and Air Quality Fee Program**

The purpose of this program is to implement the transportation improvements depicted on Figure 13 in the Transportation and Circulation Element and to provide a substitute to Subsection 65.2.4.C of the TRPA Code of Ordinances for collection of fees for offsite traffic and air quality mitigation.

Projects contributing to the construction of pedestrian and bicycle infrastructure depicted in Figure 13 will be credited with meeting the necessary mitigation equal to the value of the contribution. Fees or assessments paid equivalent to the requirements of TRPA Code Section 65.2.4 to construct the improvements, will be considered in lieu of the requirements of TRPA Code Section 65.2.4.

Public and private entities demonstrating equivalent contributions to the construction of the listed improvements may credit such contributions to TRPA Code Section 65.2.4 requirements.

**Land Coverage**

Maximum Coverage in a TRPA Designated Town Center
A conforming Area Plan is eligible for the transfer of coverage program pursuant to TRPA Code Section 30.4.2. Maximum coverage for facilities located in the TRPA designated Town Center, as depicted in the

Zoning Map (Figure 12), is 70 percent of the project area located within Land Capability Districts 4 – 7, inclusive. Coverage shall be transferred pursuant to TRPA Code Section 30.4.2 and 30.4.3.

Maximum Land Coverage in the Commercial Mixed-Use District

A conforming Area Plan is eligible for the transfer of coverage program pursuant to TRPA Code Section 30.4.2.B.2. Maximum coverage for commercial and mixed-use facilities located in the Commercial Mixed-Use District, as depicted in the Zoning Map (Figure 12) is:

1. For parcels upon which there is no development legally existing as of July 1, 1987, maximum land coverage shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive;
2. For parcels upon which there legally exists development as of July 1, 1987, maximum land coverage shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive; and
3. Land coverage shall be transferred to eligible parcels and eligible uses, in accordance with TRPA Code Sections 30.4.2 and 30.4.3.

Alternative Comprehensive Land Coverage Management Program

The purpose of this program is to promote project feasibility, revitalization, coverage reduction and SEZ restoration in the Tahoe Valley area. Property owners within the Town Center Core District, in coordination with the City and TRPA, may develop alternative comprehensive coverage management systems as alternatives to the parcel-level coverage requirements outlined in subsections 30.4.1 and 30.4.2 of the TRPA Code of Ordinances, provided that the alternative system complies with the provisions of subsection 13.5.3.B.1: *Alternative Comprehensive Coverage Management Systems* of the TRPA Code of Ordinances.

~~Bonus~~ Land Coverage Incentive~~s~~

~~The purpose for this program is to promote SEZ restoration in the Tahoe Valley Area Plan and the Upper Truckee Hydrologic Watershed. All projects transferring or removing coverage from designated sending areas may earn bonus coverage, subject to availability, from the City's coverage pool. Bonus coverage may be earned pursuant to the transfer ratios in the following table:~~

| ~~**Sending Area**~~ | ~~**Bonus Coverage Earned (per sq. ft.)**~~ |
|---|---|
| ~~TRPA Designated Stream Restoration Plan Area (see Figure 12, Zoning Map)~~ | ~~1~~ |
| ~~Tahoe Valley Greenbelt and associated SEZs~~ | ~~1~~ |

| | |
|---|---|
| ~~Other SEZs in the Upper Truckee Watershed Hydrologically Related Area Located within the City Limits~~ | ~~0.5~~ |

The following land coverage provisions in TRPA Code Section 30.6.4 are applicable throughout the Region:

- Non-motorized public trails are exempt from coverage subject to accessibility, trail route design, trail design, and designation provisions.
- Coverage exemptions for non-permanent structures and utility installations up to 120 square feet subject to BMPs, land capability verification, location, and aggregate limitation provisions.
- Coverage exemptions for new residential pervious decks subject to size, design, BMPs, location, and aggregate limitation provisions.
- Coverage exemptions for legally existing decks that meet all approval criteria ~~are met~~.
- Coverage exemptions for compliance with the Americans with Disability Act.

**Transfer of Nonconforming Land Coverage in Centers**

Pursuant to Subsection 30.4.2.C of the TRPA Code of Ordinances, existing development relocated to a Center where the sending site is restored and retired, may maintain nonconforming land coverage. The receiving site shall be developed in accordance with all applicable TRPA ordinances, and the site shall be either the same size or larger than the prior site. If the new project site is smaller, the amount of nonconforming coverage transferred shall be reduced on a proportional basis. The balance of nonconforming coverage may be banked and transferred elsewhere.

**Offsite Excess Coverage Mitigation**

A project may mitigate its excess land coverage by reducing coverage offsite in a different hydrologically related area provided the restoration occurs on more sensitive lands than the project area.

**Onsite Removal and Retirement of Excess Coverage**

Pursuant to Section 30.6.3 of the TRPA Code of Ordinances, onsite removal of remaining excess coverage in a Center may earn multi-residential bonus units, tourist accommodation bonus units, and/or commercial floor area.

**Commercial Floor Area Allocation**

The City of South Lake Tahoe provides a pool of Commercial Floor Area (CFA) at a reasonable cost and subject to availability to create an investment stimulant for creating change. CFA is provided as an incentive, not an entitlement, in order to encourage property owners to move forward with projects that are beneficial to the environment, community, and the economy.

Projects eligible for an allocation of CFA from the City's pools must meet the following criteria:

1. Be within an adopted community or area plan;
2. Meet the criteria for CFA allocations required by the applicable community or area plan;
3. Meet all applicable design standards;
4. Include the construction of improvements that will benefit the public and community which are more extensive than required by the applicable community plan or City Code; and
5. Provide an economic benefit to the community with enough significance to merit the allocation of the City's CFA resource.

~~15,000 square feet of CFA is available for use in Tahoe Valley.~~ CFA can be used to support infill, community-serving retail opportunities, and reuse of existing assets (such as land coverage and CFA), as well as for smaller-scale improvements that add ambiance, diversity, and commercial district vitality and that benefit quality of life.

~~Approximately 160,347 square feet of~~ CFA is available from the TRPA Pool as development transfer match to Town Centers and the Regional Center. See Transfer of Development Rights to the Tahoe Valley Area Plan and Transfer of Existing Development to the Tahoe Valley Area Plan program descriptions below.

**Tourist Accommodation Bonus Units**

~~A total of 82 t~~Tourist ~~b~~Bonus ~~u~~Units are available for use by projects from TRPA's Special Projects Pool in accordance with TRPA Code Section 50.6.4.D.

In addition to the TRPA Code provisions listed above, tourist bonus units may also be earned as a transfer match for the transfer of existing development to Town Centers in accordance with TRPA Code Section 51.5.3: Transfer of Existing Development to Centers. See Transfer of Existing Development to the Tahoe Valley Area Plan program description below.

**Residential Bonus Units**

~~A total of 488 residential bonus units remaining from the 1987 Regional Plan and a total of 600 new residential bonus units~~ Residential B~~b~~onus U~~u~~nits from TRPA are available for use in Town Centers. ~~only were made available under the 2012 Regional Plan and are available for use region wide.~~ Residential bonus units may be earned and used by projects in accordance with Section 52.3: Multi-Residential Incentive Program of the TRPA Code. Residential bonus units used for affordable housing under this section do not require residential allocations. ~~Residential bonus units used for moderate income housing require a residential allocation.~~ The City of South Lake Tahoe has a Certified Moderate Income Housing Program pursuant to Section 50.5.2.B and 52.3.6 of the TRPA Code, thus ~~moderate income~~moderate-income housing units are eligible to earn allocations from TRPA's unused allocation pool subject to TRPA's allocation procedures.

Pursuant to TRPA Code Section 21.3.2.B, residential bonus units can also be earned under the City's Local Government Housing Program certified by TRPA. The program allows for the conversion of illegal secondary units into deed restricted affordable housing units.

In addition, residential bonus units may also be earned and used for projects in accordance with TRPA Code Section 51.3.3.C: Transfer of Development Rights to Centers or TRPA Code Section 51.5.3: Transfer of Existing Development to Centers. See Transfer of Development Rights to the Tahoe Valley and Transfer of Existing Development to the Tahoe Valley Area Plan program descriptions below.

**~~Secondary Units~~Accessory Dwelling Units Residential Units of Use**

~~Secondary units are permitted on parcels located in the Town Center Professional Neighborhood District that are less than one acre in size where single family residential units are permitted. All secondary units must meet City development standards for minimum lot size, setbacks, and parking.~~

~~T~~The City of South Lake Tahoe has set aside ~~20~~ Tourist Accommodation Units for conversion to Existing Residential Units of Use for the construction of accessory dwelling units. The units are available at no cost and are provided on a first come-first-serve basis to eligible applicants.

**~~Multi-Family Incentive.~~**

The City of South Lake Tahoe has set aside ~~20~~ Tourist Accommodation Units for conversion to Multi-Family Residential Unit of Use for the construction of multi-family projects. The units are available at no cost and are provided on a first come-first-serve basis to eligible applicants.

~~In addition to the reserved units noted above, in June 2023 the City of South Lake Tahoe set aside 70 Tourist Accommodation Units that may be converted to Existing Residential Units of Use for either accessory dwelling units or multi-family rental units. These units are available at no cost and are provided on a first come-first-serve basis.~~

**Transfer of Existing Development to Tahoe Valley**

Pursuant to TRPA Code Section 51.5.3, residential bonus units, CFA and tourist bonus unit are available as development transfer match for existing development (residential, tourist accommodation and commercial uses) that is transferred to Centers. Receiving parcels in the plan area may earn residential bonus units, tourist bonus units or CFA at an enhanced transfer ratio based on the land capability of the sending parcels. Transfers of existing residential units are eligible for an additional enhanced transfer ratio based on the sending parcel's distance from Centers and primary transit routes. Residential bonus units earned under this program do not require an allocation to construct a residential unit.

**Transfer of Development Rights to Tahoe Valley**

Residential bonus units from the TRPA Pool are available as development transfer matches for transferring development rights to Centers. Receiving parcels in the plan area may earn residential bonus units at an enhanced transfer ratio based on the land capability of the sending parcel, and its distance from Centers and primary transit routes. Residential bonus units earned under this program do not require an allocation to construct a residential unit. The transferred development right is eligible to receive an allocation from TRPA's unused allocation pool pursuant to Section 51.3.3.C.4 of the TRPA Code.

**Persons At One Time**

Projects are eligible for the Persons At One Time (PAOT) allocations pursuant to TRPA Code Section 50.9: Regulation of Additional Recreation Facilities of the TRPA Code of Ordinances.

The TRPA Code requires that certain recreation uses and activities are assigned additional PAOTs from TRPA prior to a construction of a project or commencement of an activity. Uses such as marinas, boat launching facilities, information centers, recreation centers, day uses areas, beach recreation, commercial boating, water-oriented outdoor recreation concession, downhill ski facilities, developed campgrounds, group facilities, and recreational vehicle parks are eligible for PAOT allocations from the TRPA Pool.

**City of South Lake Tahoe Green Building Program**

In November 2010, the City Council adopted the City of South Lake Tahoe Green Building Program (Resolution 2010-92). The program encourages the incorporation of energy efficiency in City buildings and facilities, and provides clear incentives for private property owners to retrofit residential, commercial, and industrial buildings to save energy and reduce the carbon ~~foot print~~footprint.

~~Residential projects that incorporate green building measures will be given priority for plan check, by all City Departments, over projects that meet only mandatory requirements. For projects that propose to voluntarily achieve a third party certification such as LEED, Energy Star or Green Point Rated would be eligible for the following:~~

- Residential projects that voluntarily achieve third-party certification ~~would be~~are eligible for the following:

~~- Projects would receive priority plan check, over all other projects, by all City Departments.~~

  - Priority plan check, over all other projects, by all City Departments.
  - ~~Residential projects would have p~~Priority on the residential allocation waiting list~~ – 10% of residential allocations would be offered to Green Building projects before other projects on the waiting list~~.
  - ~~Projects would receive r~~Recognition at a televised City Council meeting and on the City Website.

- Commercial projects that voluntarily achieve ~~LEED certification or an Energy Star Label~~third-party certification ~~would be~~are eligible for the following:

  - ~~Projects would receive p~~Priority plan check, over all other projects, by all City Departments.
  - ~~Projects would be eligible for~~ CFA allocation from the City's unallocated CFA pool.
  - ~~Projects would receive r~~Recognition at a televised City Council meeting and on the City Website.

~~**Change in Use**~~

~~Commercial changes in use are exempt from project review if the following criteria are met:~~

~~1. The change in use is within the commercial use classification;~~

~~2. The change in use is to an allowed use;~~

~~3. The property is included in an approved parking assessment district;~~

~~4. The change does not increase the parking requirement to a greater requirement than 1 space for 200 square feet., or the number established upon creating the district;~~

~~5. The proposed activity is consistent with the Tahoe Valley Area Plan and is not considered a project under TRPA Code Chapter 2: Applicability of the Code of Ordinances; and~~

~~6. The change in use does not have the potential to intensify pollutant loads over and above the capability of treatment by existing installed BMPs.~~

**Offsite Parking**

Use of offsite and shared parking is permissible pursuant to the parking standards in Appendix ~~B~~ C of this Plan.

**Conversion of Use**

Pursuant to TRPA Code of Ordinances~~: Election of Conversion of Use, the following conversion incentives are available:~~, Chapter ~~4~~51, existing development rights consisting of commercial floor area, tourist accommodation units, and residential units of use may be converted from one development right to another provided the conversion complies with the provisions of Chapter 51.

When a Tourist Accommodation use is to be converted to a Residential use, TRPA Code of Ordinances Section 31.4.5 shall apply.

~~- Up to 200 existing Tourist Accommodation Units (TAUs) basin wide can be converted to Existing Residential Units of Use for multi-unit projects, in this region wide pilot program, subject to the following conditions:~~
~~1. Each converted unit maximum size is 1,250 square feet of residential floor area; and~~
~~2. The conversion must happen on the same parcel.~~

~~- Conversion of an existing residential unit of use or tourist accommodation unit to a residential, tourist or commercial use may be permitted when the units are transferred from sensitive lands.~~

~~- Conversion of an existing residential unit of use or tourist accommodation units to a residential, tourist, or commercial use may be permitted if the conversion results in the elimination of a non-conforming use.~~

~~- Conversion of an existing residential unit to tourist or commercial use or an existing tourist accommodation unit to a commercial use or multi-family unit may be permitted onsite or for transfers if the project meets the TRPA standards applicable for a project proposed on an~~

~~undeveloped project area.~~

- ~~Conversion of an existing residential unit of use to a tourist or commercial use or an existing tourist accommodation unit of use to a commercial use or a residential use may be permitted onsite or for transfer if the converted use is include as part of a project that has linked status pursuant to Chapter 15 of the TRPA Code.~~

- ~~Conversion of existing tourist accommodation units of use to residential may be permitted onsite if the converted units will be used for deed-restricted affordable housing.~~

**Density**

Mixed-use projects in conforming area plans may be developed to the maximum density allowed per the TVAP for each use.

Regarding legal, non-conforming tourist and residential densities, TRPA Code of Ordinances Section 31.4.6 shall apply.

# APPENDIX A
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# APPENDIX B

## ~~TRPA Height Findings~~South Lake Tahoe Design Guidelines

The South Lake Tahoe Design Guidelines shall serve as additional context and examples of the intention of standards in Appendix C, Development and Design Standards. ~~Height up to 56 feet in Town Centers is permitted with the adoption of a conforming Area Plan. To ensure compatibility with adjacent uses, viewshed protection, and mitigation for potentially significant scenic impacts resulting from three- or four-story buildings in the Town Centers, a project shall meet findings 1, 3, 5, and 9 of Section 37.7 of the 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.~~

~~**37.7.3. 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.~~

~~**37.7.5. 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.~~

~~**37.7.9. 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.~~




# South Lake Tahoe Design Guidelines

March 8, 2016








Final Draft

1988

# SOUTH LAKE TAHOE DESIGN GUIDELINES

Final Draft, March 8, 2016

**PREPARED FOR:**

City of South Lake Tahoe

Tahoe Regional Planning Agency

**PREPARED BY:**

Design Workshop

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Cover images: Red Hut image courtesy of Ben Fish; other images are ©D.A. Horchner/Design Workshop.

STRATEGIC GROWTH COUNCIL

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# CONTENTS


**SECTION 1: INTRODUCTION** **1**

PURPOSE & INTENT 2

APPLICABILITY 2

DOCUMENT ORGANIZATION 3

**SECTION 2: SITE DESIGN GUIDELINES** **5**

GENERAL SITE DESIGN 6

GRADING AND DRAINAGE 8

BUILDING PLACEMENT 10

PARKING 14

BICYCLE PARKING 18

VISUAL SCREENING 19

PEDESTRIAN CIRCULATION 20

PUBLIC PLAZAS AND OPEN SPACE 22

**SECTION 3: BUILDING DESIGN GUIDELINES** **25**

BUILDING DESIGN AND ARTICULATION 26

ROOFS 38

BUILDING HEIGHT 42

GREEN BUILDING 42

**SECTION 4: LANDSCAPE DESIGN GUIDELINES** **45**

**SECTION 5: EXTERIOR LIGHTING DESIGN GUIDELINES** **53**

**SECTION 6: SIGNAGE DESIGN GUIDELINES** **61**

# 1 SECTION ONE INTRODUCTION

The South Lake Tahoe Design Guidelines (Guidelines) provide visual imagery in order to support and clarify the intent of the City of South Lake Tahoe design standards. The Guidelines were developed to help project applicants and their designers understand the community's desired visual character and appearance for South Lake Tahoe. They apply to all projects except single family and multi-family residential projects within the City of South Lake Tahoe.

The Guidelines were developed as part of a collaborative outreach process. Community members were invited to take part of three public workshops and two online surveys. The first meeting and online survey focused on understanding what types of buildings, signage and landscape elements best represented the type of mountain architecture the community desired for South Lake Tahoe. The second meeting and online survey provided a venue for community members to comment on the Draft Design Guidelines. Survey and meeting results indicated that participants felt the imagery provided represented their desired aesthetic character for South Lake Tahoe. At the final public meeting the Final Draft Design Guidelines were presented, areas where the Draft Design Guidelines had been modified to respond to public input were identified and the community was provided another opportunity to provide input.

## PURPOSE & INTENT

The primary purpose of the South Lake Tahoe Design Guidelines (Guidelines) is to provide a visual tool to help guide project applicants on how to meet the required design standards in a manner that meets the desired aesthetic of the community. They are intended to assist landowners, developers, tenants and their consultants, such as architects, who propose any alteration, addition, construction, and/or development in understanding the basic design ideas related to the City of South Lake Tahoe's (City's)design standards in order to improve the area's visual quality.

The Guidelines are not intended to inhibit innovative design or espouse one style of mountain design. They are intended to allow freedom of expression, innovation and creativity while developing built elements that are timeless or do not appear overly trendy. They provide an illustrative and descriptive tool for establishing and maintaining an overall unifying character and image for the entire community.

The goal of the Guidelines is to communicate design principles regarding how structures relate to the land, respond to climate, step with natural grades, and harmonize with the character of the surrounding landscape. Since there is not a required theme or style of mountain architecture, it is all the more essential for structures to relate to each other through the use of design elements such as locally found materials, scale, fenestration, style, massing and exterior paint colors.

The Guidelines are intended to be an aid to enhance the existing visual quality and experience within the community and direct future development in ways that are responsive to the specific environmental conditions and natural setting of South Lake Tahoe. They were developed in conjunction with community input in order to establish parameters which align with the community's objectives for mountain architecture and the desire for enhanced visual quality throughout the city.

The Guidelines describe how to aesthetically and sensitively execute applicable design standards and codes in a manner that is compatible with the mountain environment. For example, there are codes that set the parameters for height and coverage, however, they do not describe how to aesthetically and sensitively apply them to a site. This manual provides the guidance to accomplish this.

## APPLICABILITY

The Design Guidelines apply to all commercial, tourist, mixed use, public/institutional and industrial projects (including additions, remodeling, relocation or new construction). They do not apply to single and multi-family residential projects. The Guidelines will be used during City review of permit applications as additional criteria for project review and communication with project applicants.

The Guidelines relate to aesthetic consideration of project development. Nothing herein alters current codes or best management practices (BMPs) requirements. All regulations and guidance in the City of South Lake Tahoe City Code, applicable Area Plans, the Tahoe Regional Planning Agency (TRPA) Code of Ordinance, TRPA BMP Handbook and other applicable documents shall remain in effect.

The Guidelines are not intended as a "blueprint" for approval, rather they outline the important design elements and features which should be considered. The City will consider these Guidelines in reviewing projects. Applicants are invited to submit creative and imaginative projects which build on these Guidelines and contribute to the overall character of South Lake Tahoe.

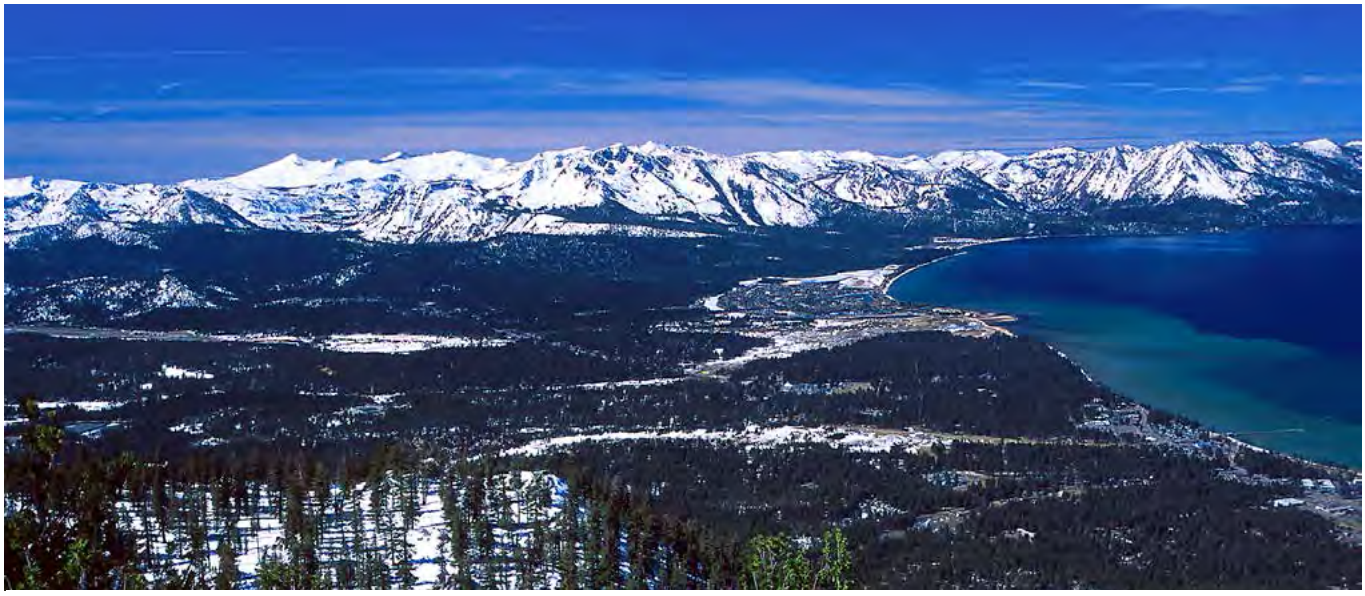
Individuals and entities proposing projects within the City of South Lake Tahoe should review these guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the Guidelines, as well as other development-related questions, should be discussed with the City's Development Services staff as early in the development process as possible. The Guidelines have been developed in accordance with the City Code and Area Plans and TRPA's Code of Ordinances Design Standards and BMPs and are intended to further the broader goals and policies of the Regional Plan and the City's General Plan.

## DOCUMENT ORGANIZATION

The Guidelines have been organized to correlate with the City's citywide design standards and Area Plan design standards. They are presented in five sections:

- Site Design
  - General Design
  - Grading and Drainage
  - Building Placement
  - Parking
  - Bicycle Parking
  - Visual Screening
  - Pedestrian Circulation
  - Public Plazas and Open Space
- Building Design
  - Building Design and Articulation
  - Roofs
  - Building Height
  - Green Design
- Landscape
- Exterior Lighting
- Signage

Each section includes images, diagrams and illustrative examples in order to visually communicate how the Design Guidelines and existing city design standards can be met while developing a project that is compatible with the surrounding mountain environment. A summary of the section's design objective is provided at the start of each section. Image captions are provided to further communicate the design idea presented by the images, diagrams and illustrations.



The Design Guidelines apply to all projects within the City of South Lake Tahoe except single and multi-family residential projects. The unique natural setting of South Lake Tahoe is the best starting point for developing the site and building design.

# 2 SECTION TWO SITE DESIGN

## OBJECTIVE

Fit and blend man-made improvements into the topography and forest.

The way in which buildings and built elements relate to the land is an important factor in defining the character and enhancing the visual quality of South Lake Tahoe. The area's natural setting with its forested mountains, crystal blue lake and fragile meadows are South Lake Tahoe's most important features. This section describes design guidelines for site work elements including grading and drainage, building placement, parking areas, pedestrian circulation, and public plazas and open spaces in order to ensure that the character of South Lake Tahoe is maintained.

## LIMIT NEW DISTURBANCE AND KEEP EXISTING TREES, BOULDERS AND NATURAL ELEMENTS




Rock outcroppings and other natural elements should be incorporated into site design and public areas.




Retain existing natural features such as rock outcrops, trees and topographic features.




Site buildings and paved areas over existing disturbance to ensure the least amount of new site disturbance as possible.

## MAINTAIN AND HIGHLIGHT VIEWS OF THE MOUNTAINS, FORESTS AND LAKE




Organize and design buildings to maintain ridgeline and forest canopy views.




Site buildings and structures to maintain views of the mountains and lake.




Orient site features to capitalize and highlight views of the surrounding mountain and lake landscape.




Underground new utilities along commercial corridors in order to reduce visual distractions and enhance views of the surrounding landscape.




Buildings and site elements should be organized to preserve lake views of significant size to make a greater visual impact when viewed from public areas.

# GRADING AND DRAINAGE

## OBJECTIVE

Work with existing topography so that built elements appear to be an extension of the existing natural forms or nestle easily within the landscape setting.

The most aesthetically pleasing mountain towns are those that appear to nestle into their setting, working through and around the landscape instead of perching on top of it. The intent of these guidelines is to foster grading which results in built work that appears to sit easily within the landscape instead of being imposed upon it.



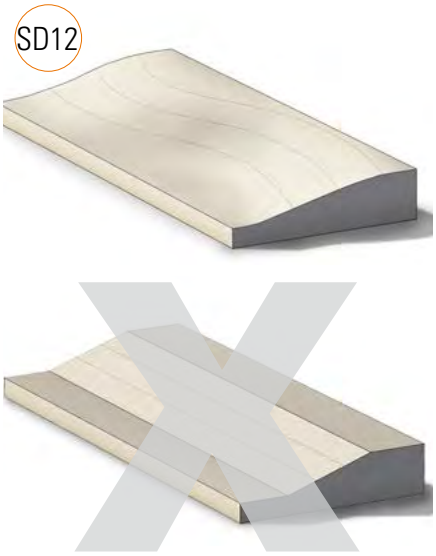

Minimize grading and work with existing topography to minimize the use of retaining walls and integrate buildings into the site.




Preserving existing trees and incorporating naturally functioning systems into the site design is integral to the establishing the aesthetics of the place.




Revegetate graded slopes.




Smoothly merge graded areas into existing terrain and undulate the graded surface to mimic existing landforms. Do not create sharp transitions with a flat graded surface.




Natural drainage courses and existing drainage patterns should be protected.




Design graded areas to appear as natural landforms. Smoothly merge graded areas into the existing terrain. Undulate slopes to mimic the surrounding landscape.




Gracefully blend stormwater features into the look and feel of the surrounding terrain. Do not use sharp transitions or flat slopes that do not appear natural.

## BUILDING PLACEMENT

### OBJECTIVE

Organize buildings in such a way that respond to and take advantage of Tahoe's natural setting while reinforcing the character of pedestrian and public areas in order to optimize visitor and resident enjoyment of outdoor spaces.

Building placement has a powerful impact on the perceptions of visitors and residents. Consideration should be given to all the aspects of the site: the physical characteristics, environmental conditions and social expectations to determine the arrangement and location for buildings that will provide the greatest benefit. The guidelines for siting of buildings are intended to encourage designs that respond to the natural setting.

Because each building's relationship to the street impacts the character and function of pedestrian areas, the guidelines also encourage designs which reinforce the character of public areas and optimize visitor and resident enjoyment of outdoor spaces. Well organized buildings can create comfortable pedestrian plazas, promote walkability, encourage commerce, improve building performance and reinforce community identity.

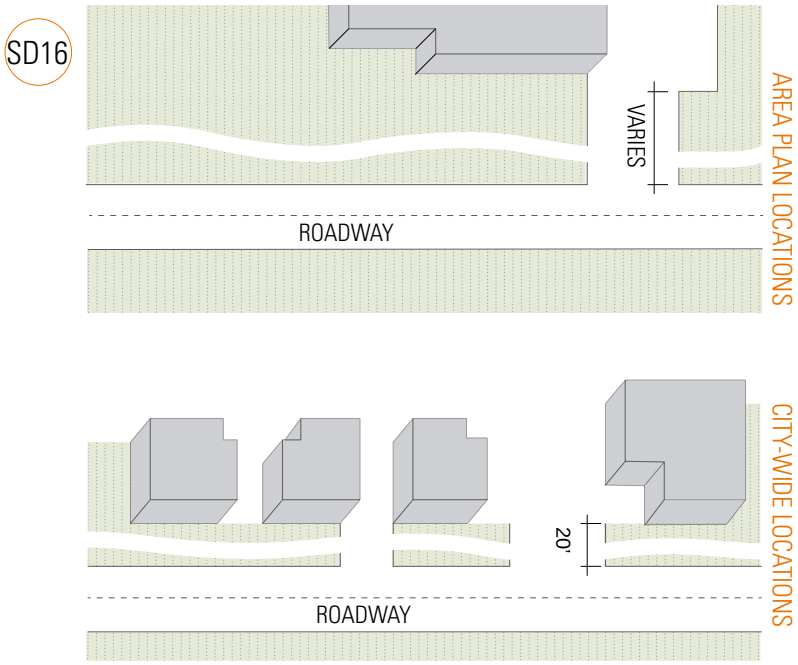



***Image courtesy of BSA Architects***

Site buildings at setback lines to create visual interest along the road corridors, allow for substantial landscape areas and pedestrian walkways.




***Image courtesy of Tahoe Donner Cross Country Ski Center; Tahoe Donner Association, Dale Cox Architects***

Modulate buildings to avoid creating a long row of buildings.




Locate corner buildings at the setbacks in order to create a strong street presence, define the pedestrian realm and encourage pedestrian activity.







Seating, outdoor dining and public gathering areas can be incorporated within the setback area.




Building placement should not intrude on or diminish the views of mountains or the lake as seen from public spaces and roadways.

## RELATIONSHIP TO PUBLIC SPACES AND OTHER BUILDINGS




Cluster buildings where appropriate to create desirable and comfortable public outdoor spaces.




Site buildings in a manner that complements adjacent buildings.

## RELATIONSHIP TO PEDESTRIAN MOVEMENT AND ACCESS




Site buildings so their spatial relationship provides for and promotes pedestrian access.




Highlight building entries through architecture and landscape.




Place building entries and frontage toward the primary linear street frontage to encourage and support a pedestrian environment.




Provide covered entries.




Orient the entry and major façade of commercial buildings toward the primary street frontage.

# PARKING

## OBJECTIVE

Provide convenient parking that is not visually obtrusive and does not impact pedestrian movement.

Parking with its related vehicular circulation and access points establishes the pattern of movement for trucks and automobiles and influences pedestrian and cyclist movement. The point where a driver enters or leaves a site affects both a project and the community as a whole.

The guidelines focus on siting and designing parking areas which do not dominate views from the roadway and public areas and encourage pedestrian movement by minimizing vehicular/pedestrian conflict areas and creating opportunities to park once and walk to multiple destinations.




Divide parking into smaller lots to decrease the view of large parking expanses.




Parking located behind a building or on an interior side has less visual impact from the street in order to create a cohesive pedestrian environment and building frontage.

## USING LANDSCAPE AND EXISTING TREES TO BREAK UP PAVING AREAS




Best management practices (BMPs), such as infiltration basins, can be incorporated into parking areas as part of landscape areas and offer an aesthetically pleasing and lower cost alternative to conventional stormwater treatment strategies.



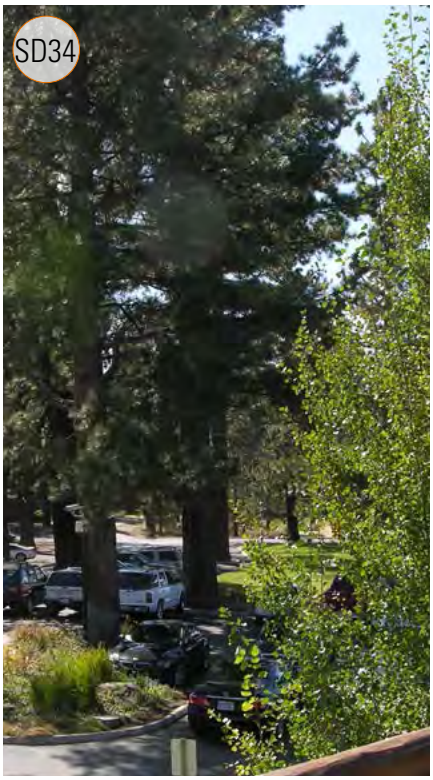

Integrate landscaping and barriers that prevent parking outside of designated areas as part of the overall parking and landscape design.




Incorporate islands of adequate size between parking areas to visually break up long lengths of parking as well as provide areas for snow storage that are out of the public rights of way.




Integrate boulders into the landscape design where appropriate to prevent parking in landscape areas.




Incorporate existing trees into parking lot design and provide adequate buffer to maintain and enhance plant health.

## VISUAL SCREENING




Fencing can be incorporated as part of the landscape elements used to screen parking from the roadway.




Incorporate landscaping in the setback area to screen parking from the street. Utilize informal planting strategies to create a more naturalized appearance of landscaping.




Utilize landscaping to screen underground parking that extends above natural grade.

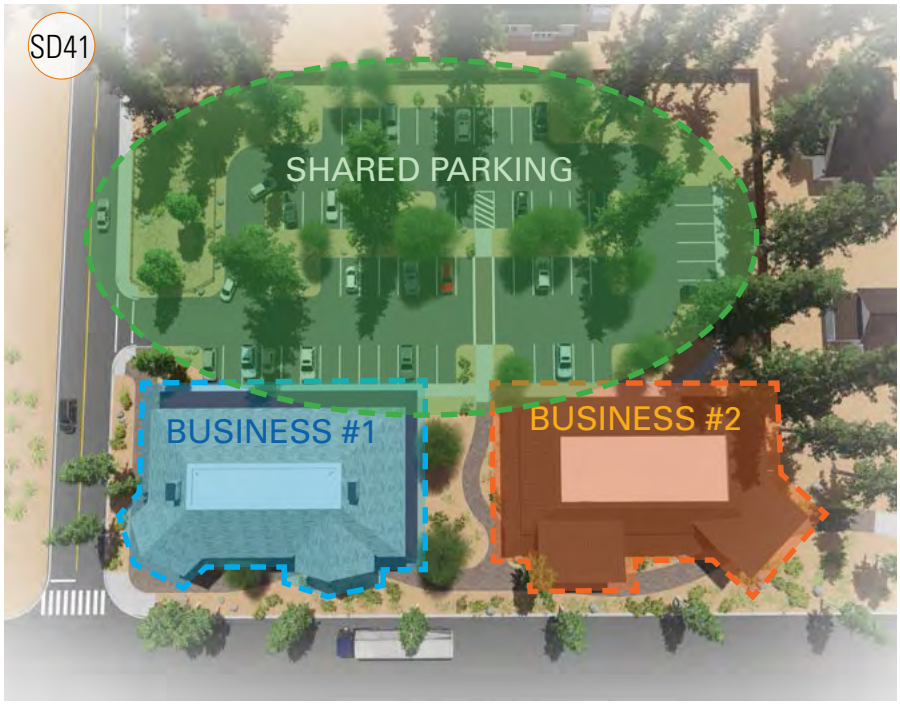



Buffer parking from neighboring residential uses with fencing.




The use of vertical separation, landscape and fencing can help screen parking areas from the road.

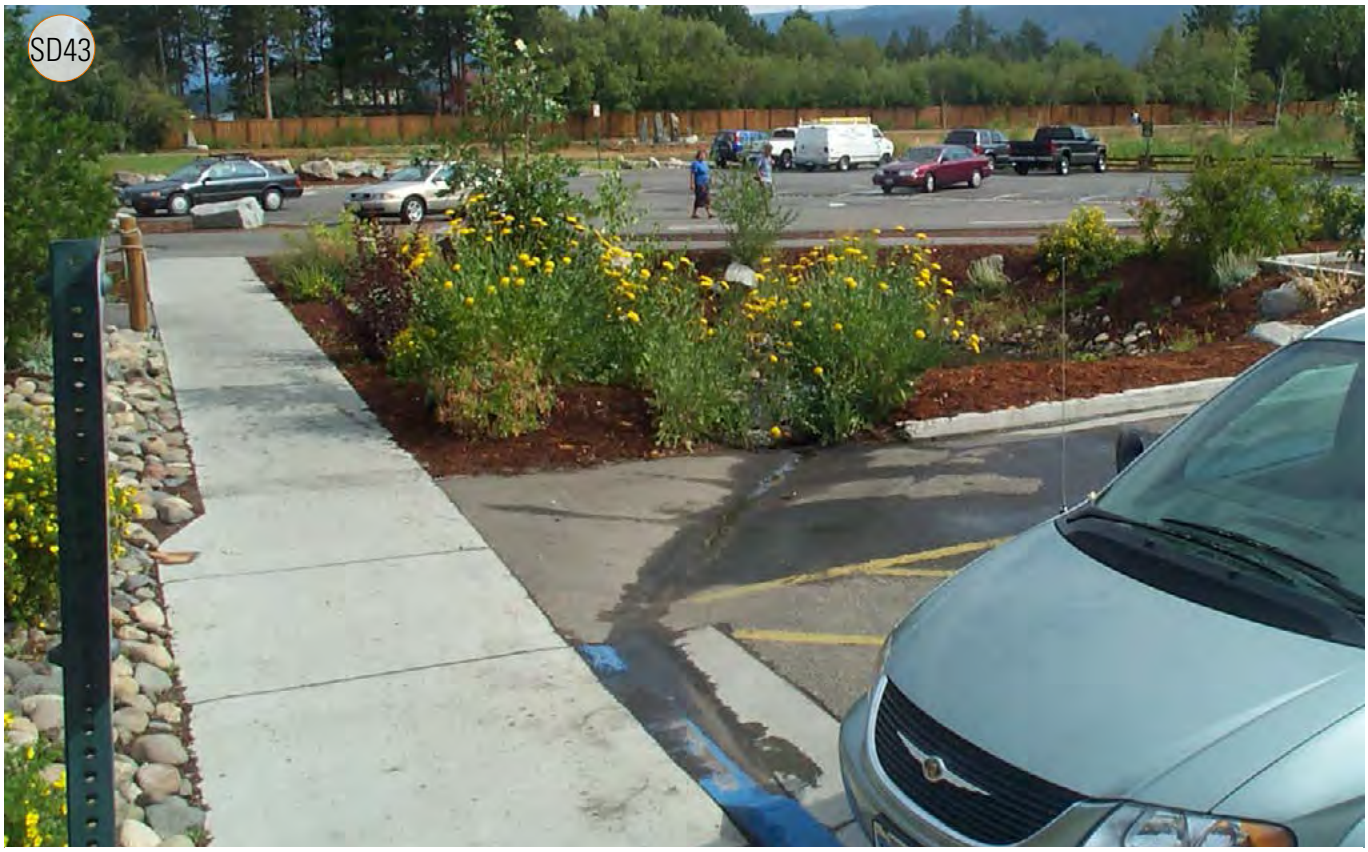
## ENCOURAGING PEDESTRIAN MOVEMENT




Encourage walkability and a park once atmosphere by providing shared parking and shared parking access points.




Locating access drives from side streets and alleys fosters pedestrian movement along the primary street corridor by reducing the number of times vehicle and pedestrians interface.




Pedestrian walkways through parking areas provide a safe place for people to walk away from moving vehicles and should be separated from the building by a landscape area.

## BICYCLE PARKING

### OBJECTIVE

Encourage active transportation use with secure and convenient facilities.

Bicycle trail connections in combination with bike-friendly amenities help encourage use of alternative modes of transportation.




Locate bike racks within close proximity to the main building entry.




Locate bike racks so they do not obstruct pedestrian movement.




Incorporate long-term bike parking to serve people staying at a site for over four hours. Long-term bike parking can be provided indoors when possible.




Locate bike racks so they are visible to encourage use and enhance security.




Design dumpster enclosures using materials and finishes consistent with the building architecture to unify the appearance of site structures and help protect visual quality. Screen dumpster enclosures that are visible from the street with landscaping. Dumpsters should be covered whenever possible to prevent precipitation from entering the dumpster, mixing with contents and then leaking out.




Utilize site planning and building placement and design to minimize the visibility of parking, utilities, and service and maintenance areas from public rights of way.




Utilize a combination of fencing, walls and landscaping to provide attractive visual screening.

## VISUAL SCREENING

### OBJECTIVE

Minimize the visual impacts of parking and service areas.

The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment and utility hardware on roofs, buildings or the ground.

# PEDESTRIAN CIRCULATION AND DESIGN

## OBJECTIVE

Encourage safe and easy pedestrian movement within a site and between adjacent properties.

The design of the circulation system on a site is critical to creating safe travel routes between parking areas and building entrances. The guidelines identify the need for creating clearly defined and aesthetically pleasing circulation systems within and between project sites and providing connectivity to nearby transit stops and citywide pedestrian circulation systems.




Circulation systems should be separated from vehicular areas and provide convenient connections to pedestrian areas.




Integrate project walkways with the existing and planned active transportation network, community areas and transit.




Provide for pedestrian circulation within the site and between adjacent properties.




Create an interesting and inviting pedestrian environment with walkways and shared use paths that are separated from the roadway.



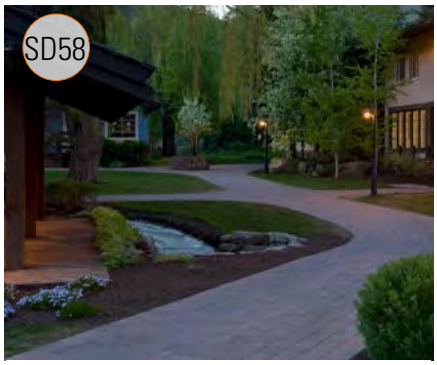

Design walkways for year-round circulation.




Provide wider sidewalks in heavily used commercial and tourist areas to accommodate higher numbers of pedestrians and provide opportunities for outdoor dining.




Sidewalks shall be provided along the full length of buildings that feature customer entrances.




Provide internal pedestrian connectivity to buildings, parking, open spaces and public amenities.




Separate walkways from vehicular areas in parking lots.

# PUBLIC PLAZAS AND OPEN SPACE

## OBJECTIVE

Create comfortable and desirable public gathering spaces.

Great public places are settings that bring people together—a place to see and to be seen. They provide a sense of character to the surrounding buildings and provide places for people to relax and enjoy themselves. They can serve as focal points and add to an area's visual enhancement. The guidelines describe the importance of designing high quality spaces that consider the surrounding landscape and scenic elements while providing for human comfort and visual interest.




Site public gathering spaces in locations with good solar exposure.




Provide desirable and comfortable public plazas. Site gathering spaces to take advantage of natural resources where possible.




Locate outdoor dining areas where solar exposure will maximize the opportunity for a comfortable year-round experience.




Site public gathering spaces where they are visible from the public street or other on-site pedestrian areas.




Use high quality plants, hardscape and pedestrian features that create an inviting atmosphere.




*Image courtesy of magazine.inspirato.com/featrued/family-time-in-vail-beaver-creek*

Enhance the site's comfort and aesthetics through the use of seating, public art, shade, information kiosks and other amenities and design elements.




Provide pedestrian amenities in convenient locations, including benches and trash receptacles. Consider providing ski and snowboard racks in commercial areas near ski resorts, where appropriate.

# 3 SECTION THREE BUILDING DESIGN

## OBJECTIVE

Design buildings and structures that harmonize with the character of the surrounding landscape, avoid a bulky and "box-like" appearance, and contribute to the quality and character of the mountain community.

The building guidelines establish a quality and character for the built environment that reflects the area's mountain setting and environmental conditions. These guidelines are not intended to restrict imagination, innovation or variety in design, but rather are intended to highlight design principles that can result in creative solutions that establish special characteristics for the built environment. Scenic and visual quality is not a question of style and therefore no specific architectural style or theme is proposed. The intent is to create design solutions that encourage a variety of architectural forms, scales, colors and materials that collectively fit within the natural mountain environment.

# BUILDING DESIGN AND ARTICULATION

## OBJECTIVE

Building form, articulation, materials and colors should be compatible with the surrounding Tahoe environment.

Building exteriors are typically designed with clear distinction between the three main building components; the base, middle and top. The base grounds the building to the site through the use of materials and forms that convey a sense of weight and stability. The base of a building is also the most visually dynamic zone due to its connection to the street level. The building's middle section should incorporate materials, textures, colors and detailing to provide interest and articulation. The tops of buildings are encouraged to be capped with well-proportioned, pitched roofs that act as the uppermost unifying component.




*Image courtesy of BSA Architects*

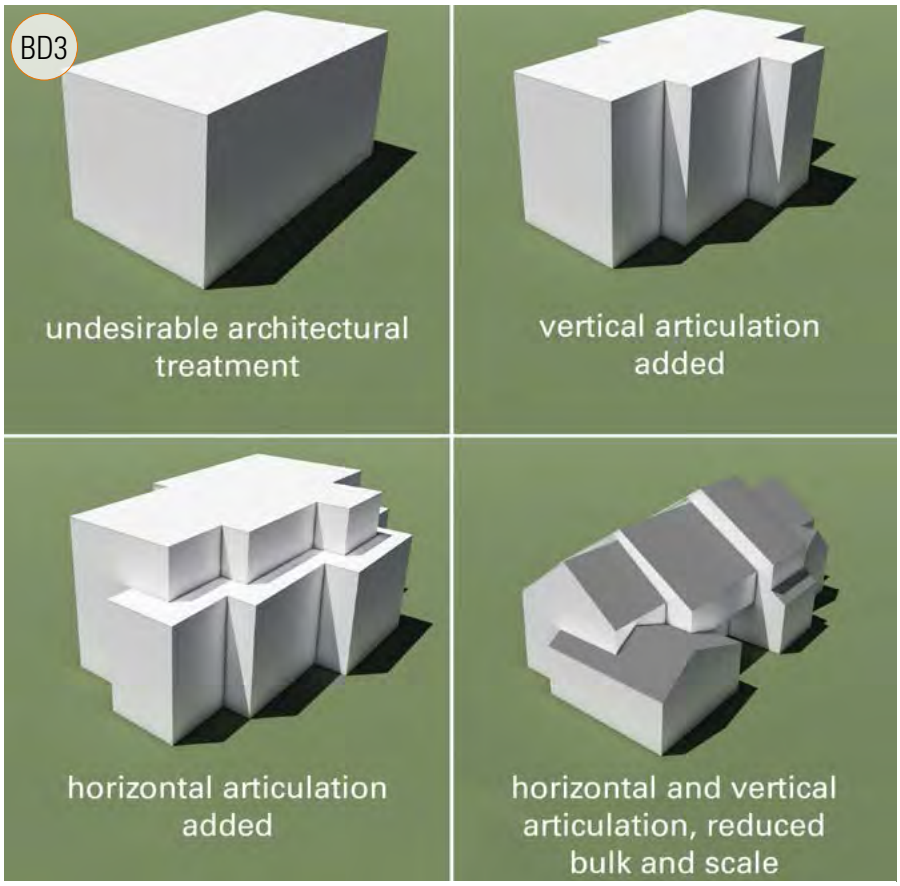
Buildings should have consistent architectural style and related detailing. All elevations visible to the public should have a complementary level of detailing.




*Image courtesy of Ben Fish*

Use gables, shed roof forms, cornices, balconies, roof terraces and other elements to step and articulate roof lines.

## BUILDING FORMS AND ARTICULATION




Use both horizontal and vertical articulation to reduce a building's scale and mass.




The visual mass of large buildings should be broken up through the use of elements such as roof forms, gables, projections and arcades.




Break up building facades with projections, recesses, piers, textured materials, trim and other architectural details to avoid a bulky or "box-like" appearance.

## BUILDING FORMS AND ARTICULATION




Screen all mechanical equipment from view.




Differentiated materials is one way to visually separate the base floors from the upper floors.




Protruding overhead canopies create interesting architectural façades and provide protection from falling snow.

## BUILDING FORMS AND ARTICULATION




The choice of quality, timeless materials is an investment in a place that will last for generations. Placement, shapes, materials, texture, details and colors should contribute to the overall building articulation. Design complex building forms with setback, overhangs, porches and varied skylines and avoid simple or monolithic forms.




Use brackets and overhangs to intercept sunlight and encourage building shadowing articulation where significant amounts of glazing is used. Windows and doors should relate to the structural expression of the building.




Glazing should avoid large amounts of reflective window planes without suitable overhangs or other mitigation.

## PEDESTRIAN LEVEL DESIGN AND DETAILING




Views into a hotel lobby or retail space are visually inviting.




The quality and character of each building should contribute to the overall public space and create pleasing, usable outdoor spaces.

## PEDESTRIAN LEVEL DESIGN AND DETAILING




Store front detailing should be scaled to the pedestrian.

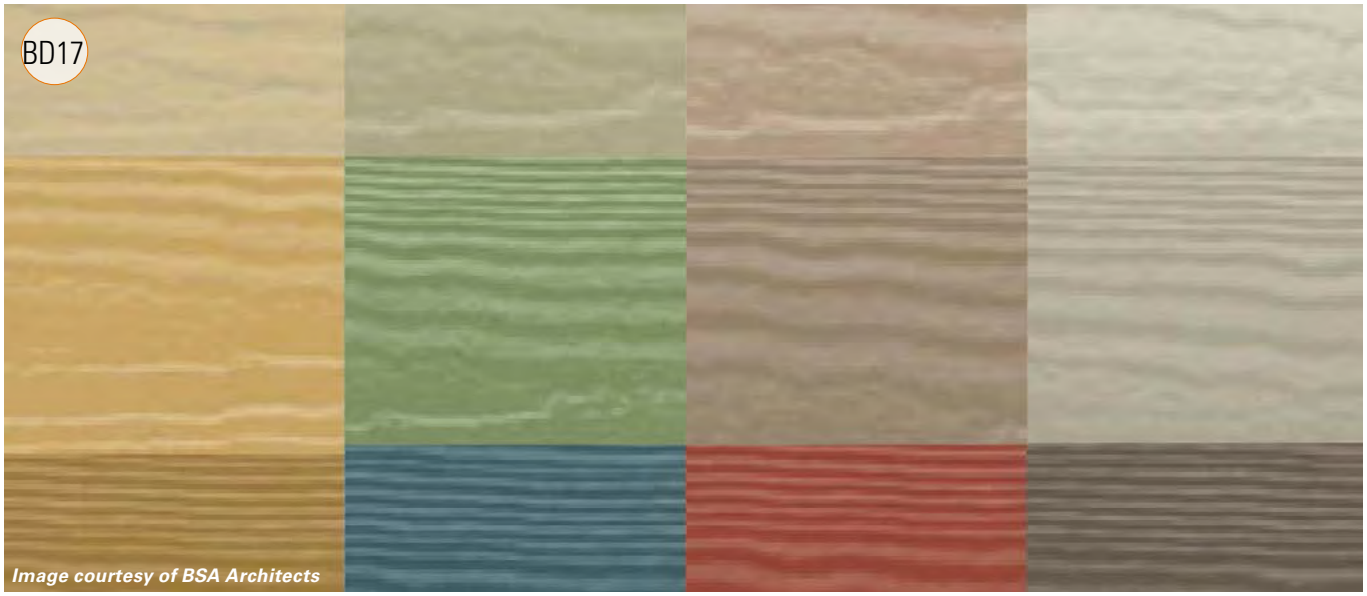



Massing of building elements should emphasize pedestrian scale, create intricacy and detail in the built environment and prevent a cold or impersonal aesthetic.

## COLOR SUGGESTIONS




Varying the texture and scale of wall materials of appropriate color adds visual interest. Textures shall be incorporated throughout each structure, in both materials and in the form and detailing of the building. Materials should appear closer to their natural state rather than a manufactured state.



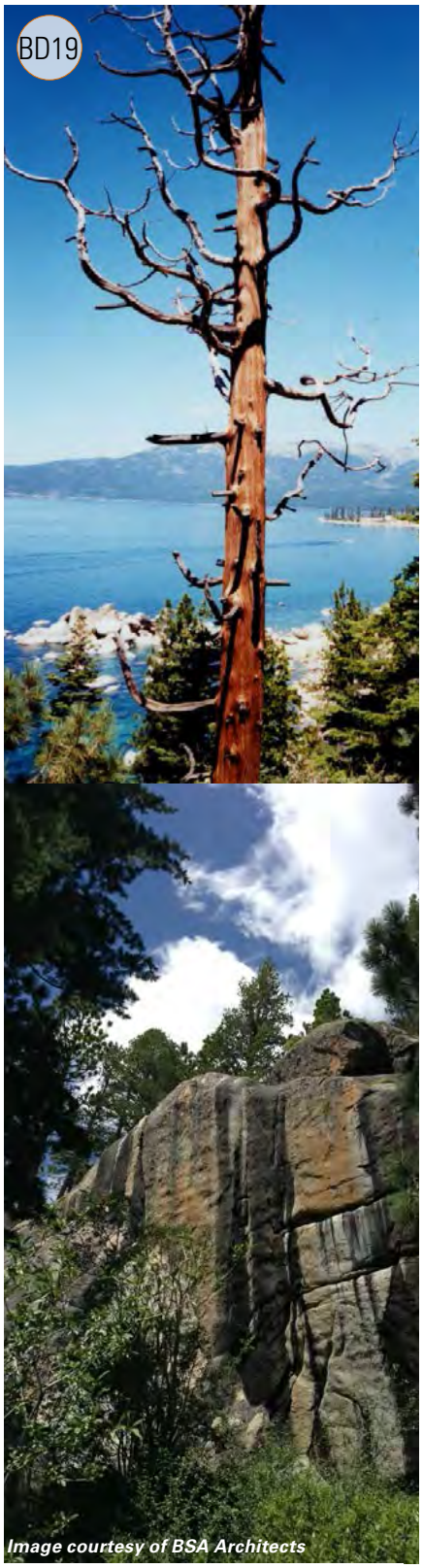

Building Facade Color Suggestions




Doors and Windows Color Suggestions

Building colors shall draw from a natural palette in darker shades and minimize reflectivity. Avoid bright colors that compete with the natural surroundings and consider how the color may appear over large surface areas and in juxtaposition to other building materials. Use accent colors (maximum 10% of building face) for doorways, windows, graphics and storefront displays. Accent colors should complement base colors.

## USE OF NATURAL MATERIALS




Local Natural Palette




Textured Materials + Trim

Utilize natural building materials such as wood and stone to articulate design features. Natural stone can link building elements to the surrounding environment. The use of larger stone at the building's base gives it an anchored and structural appearance. Metal elements are typically incorporated as accents.

## SIMPLICITY IN FORM AND DETAILING




Incorporate metals and other more contemporary materials as accents.




Remodels can enhance existing buildings by incorporating dormers for building articulation, adding windows and transparency to encourage pedestrian movement, and utilizing a neutral color palette that fits within the mountain landscape.




Use metals and other contemporary materials sparingly. Simplicity in overall composition should be the goal. Consider how metals and other contemporary materials relate to primary building materials such as wood and stone.

## SIMPLICITY IN FORM AND DETAILING




Use stucco sparingly and in combination with natural materials such as stone and wood.




Simplifying the number and types of materials used allow for greater emphasis to be placed on construction details such as bracket, joints and overhangs.



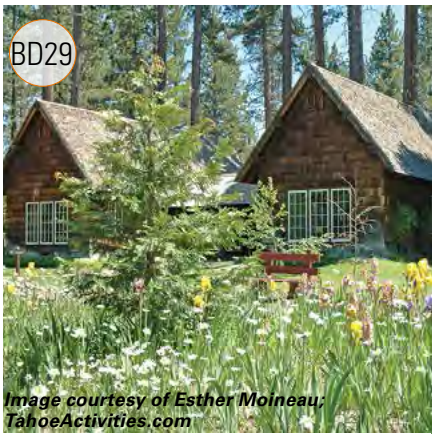

Materials which complement each other and respond to the natural surroundings can create a simple, seamless transition from building to landscape.

## DRAW FROM ELEMENTS OF HISTORIC ARCHITECTURE




Example of historic building from which to draw design elements and materials.




Examples of historic buildings from which to draw design elements.




Consider old Tahoe heritage historical references and incorporate stone and other design elements in a manner which takes into account the building's overall composition, massing and style.

## MOUNTAIN ENVIRONMENT DESIGN



©Vance Fox.com; Ward Young Architects and Clark and Sullivan Construction



Image courtesy of John Hitchcock



©VanceFox.com; Sierra Nevada College

Authentic building materials such as stone and timber are consistent with traditional mountain architecture, but they may also be incorporated into more contemporary designs that also fit within the natural mountain environment. Consider the importance of timelessness and do not create overly trendy designs that may quickly become dated.

# ROOFS

## OBJECTIVE

Create varied, sloping roof-scapes that complement natural forms and Tahoe architectural traditions.

Roof design is important to snow management as well as being a major contributor to building character. Roofscapes should be considered not only for their appearance from the pedestrian level, but also from the view of the overall skyline. South Lake Tahoe's alpine character and mountain backdrop can be reinforced through roof design.

Snow management shall be considered during the design of the architecture and landscape. The effects of snow and ice buildup, if improperly handled, can pose risks to property and pedestrians, and impose high maintenance and snow removal costs.

BD34



*Image courtesy of BSA Architects*

Roof forms should be designed to minimize ice dams and damage due to snow creep (glacial action) and freeze/thaw cycles.

BD35



*Image courtesy of Brent Bingham Photography; Tom Cole Architect*

Roof slopes shallower than 5:12 may be considered where they comply with snow load requirements, other design standards and guidelines, and provide architectural interest.

BD36

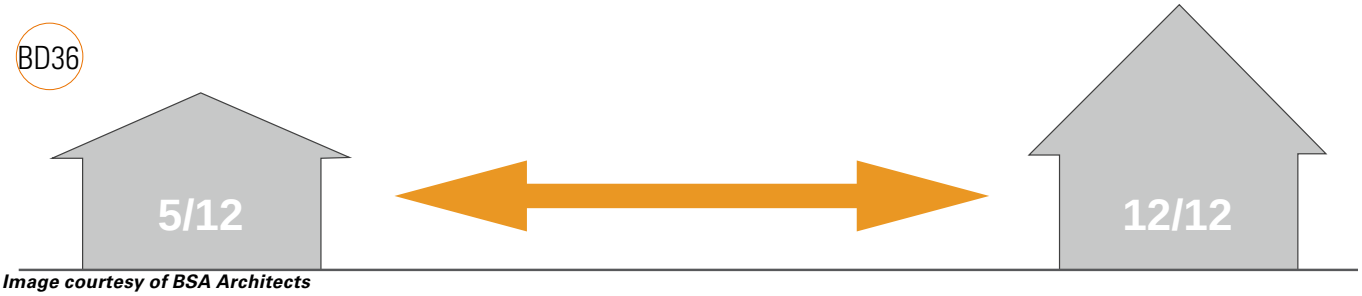



*Image courtesy of BSA Architects*

Pitch roofs that are no less than 5:12 and no more than 12:12 are preferred. Roof pitches below 5:12 may be considered on an individual basis.

## ROOF COLORS AND MATERIALS




Appropriate roof materials, colors and reflectivity should take their cue from the surrounding natural environment.



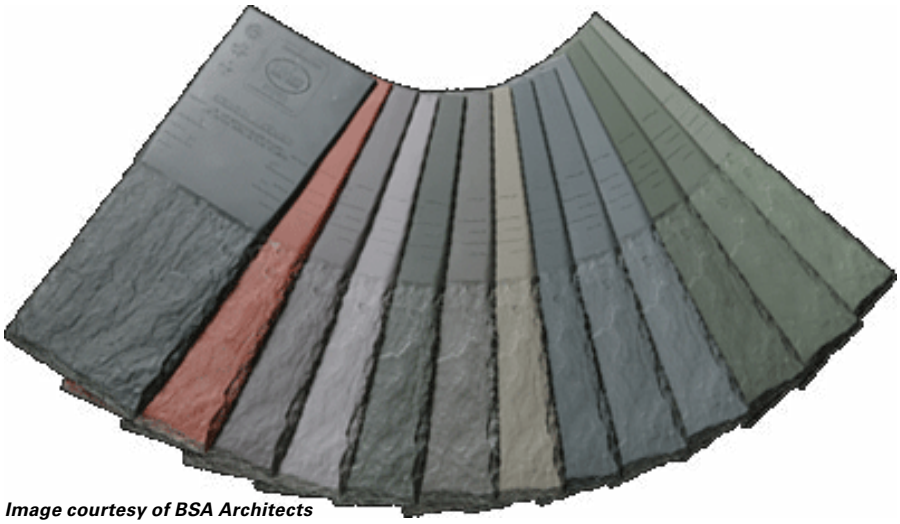



*Image courtesy of BSA Architects*

Roof material and colors should minimize reflectivity and blend with natural surroundings. Utilize nonglare and earthtone finishes to minimize reflectivity for roofs, mechanical equipment and skylights.




Use snow clips and snow fences where necessary. Consider retaining snow on the roof to minimize the impacts and liability of shedding snow and increase building insulation value.

## ROOF FORMS




The use of timbers and visible logs should appear consistent with the timbers' structural properties and ability to support roof elements.




Mansard roof forms and flat roofs should not be used.




Different roof shapes, heights and slopes helps to break up the appearance of a large mass of the buildings.




*Image courtesy of BSA Architects*




*Image courtesy of BSA Architects*

Roof forms should be designed to protect public entry ways and pathways from ice and shedding snow without using energy consuming snow melt systems.

## ROOF ARTICULATION




Roofs offer the opportunity to include distinctive design elements to relate the building to the mountain setting and prevent "block-like" structures by breaking up the rectangular form.




Roof design should have a definitive "top" that steps or breaks the rectangular form. Modulated roof forms that are varied in height or broken with architectural features and roof design elements are encouraged.




Cornices, balconies and other elements should be used, where appropriate, to terminate rooflines and accentuate setbacks between stories.

## BUILDING HEIGHT

### OBJECTIVE

Create a built environment that preserves views and visually corresponds with the surrounding mountain environment.

The skillful massing of building elements should emphasize pedestrian scale, create intricacy and detail in the built environment, and prevent a cold or impersonal aesthetic. The guidelines for building heights are intended to prevent structures from looming over the highway and overshadowing the naturalistic mountain aesthetic of the community.




Establish a consistent building frontage through the use of a minimum 15' height of the ground floor.




Relate building heights to open spaces to allow maximum sun and ventilation, protect from prevailing winds, enhance public views of surrounding mountains and minimize obstruction of view from adjoining structures.

BD50

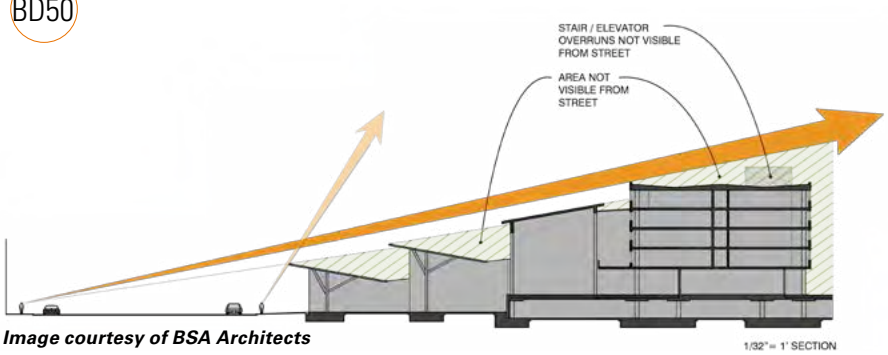



*Image courtesy of BSA Architects*

Step back building within a daylight plane along street frontages and adjacent residential areas to protect viewsheds, allow light and air, limit winter shading and preserve the pedestrian scale.

BD51



*Image courtesy of Scott Kennedy at Sierra Tahoe Realty*

Roof overhangs, projections and other architectural features can help visually step a building back from the street.

BD52



*Image courtesy of hannastepan.cz; stepan*

Ensure compatibility with adjacent uses. Provide additional buffering in addition to required setback for buildings permitted additional height.

BD53



Ensure compatibility with adjacent uses and viewsheds. Do not project building above forest canopy, ridge lines or detract from mountain or lake views.

BD54



Height and scale of buildings should be compatible with that of surrounding development. New development height should "transition" from the height of adjacent development to the maximum height of the proposed building.

## GREEN BUILDING

### OBJECTIVE

Minimize a building's impact on the environment while reinforcing the natural harmony of the Lake Tahoe landscape.




Incorporate durable buildings materials including the consideration of recycled materials and locally sourced building materials, e.g., stone and timber, when possible.

BD56



*Image courtesy of BSA Architects*

Reuse previously disturbed sites and incorporate new technologies to reduce the use of resources, including energy and water.




*Image courtesy of BSA Architects*




*Image courtesy of BSA Architects*

Exposed solar panels should be screened when possible and/or compatible with roof forms and the building's architectural character. Solar shingles can also be incorporated as part of green building design.

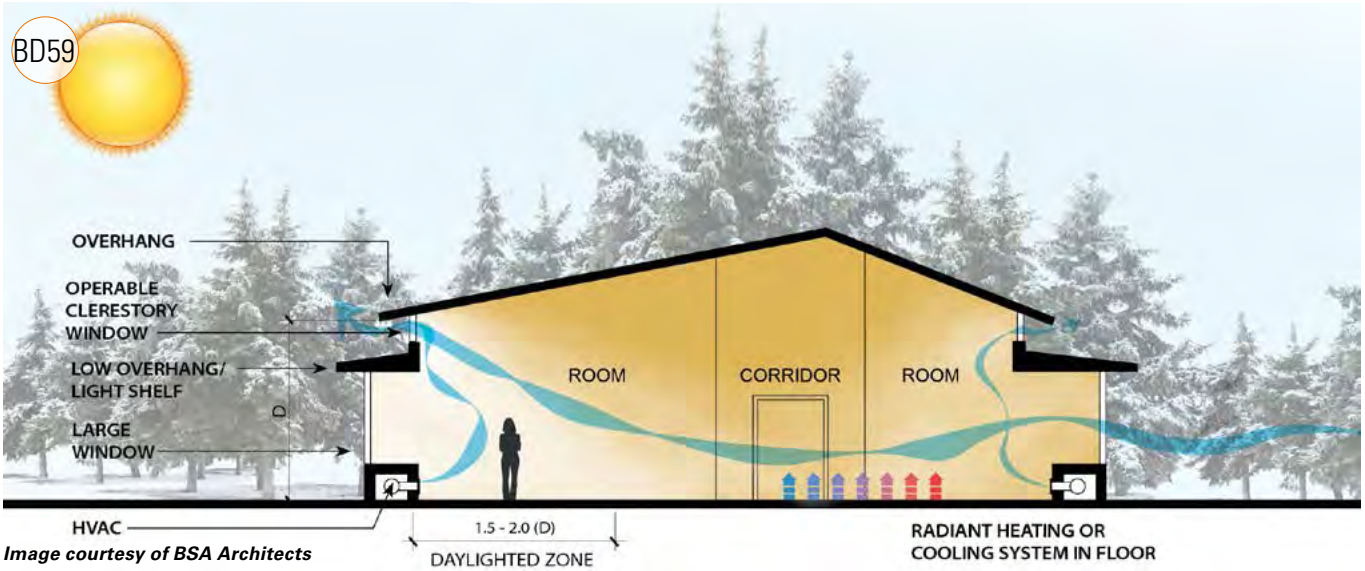



*Image courtesy of BSA Architects*

Use sustainable building materials that support indoor environmental health, passive environmental systems are encouraged.

# 4 SECTION FOUR LANDSCAPE

## OBJECTIVE

Create an aesthetically pleasing, maintainable landscape environment while continuously reinforcing a connection to the natural environment that defines South Lake Tahoe.

The design of landscapes should respond to the intended site function with consideration of issues such as safety, maintenance and desired aesthetic quality. In areas focused on commercial and tourist activities, the landscape should create an inviting environment for pedestrians. This may be accomplished by establishing a rhythm of elements that unify the streetscape, providing plazas and gathering spaces that respond to a site's environmental factors and by screening undesirable views or framing impressive vistas. In contrast, undeveloped areas and areas abutting natural landscapes should incorporate plant materials spaced in natural-looking groups to seamlessly transition into the natural environment.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Incorporate combinations of shrubs, groundcovers and boulders to create an attractive edge between the highway frontage and sidewalk while not blocking views of the lake.




Utilize vegetation to create pleasant outdoor spaces, reduce glare and heat, deflect wind, muffle noise, prevent erosion and integrate buildings into the surrounding landscape.




Create a quality built environment with the inclusion of amenities such as street furnishing, plantings and artworks to enhance the places that people will walk, gather or recreate.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Design landscapes to respond to seasonal environmental conditions to encourage outdoor spaces that are comfortable year-round.




Utilize ornamental and accent plant materials at building entries, exterior dining areas and pedestrian areas.




Consider the use of deciduous trees in street frontages of commercial areas to allow for seasonal solar access and enhance the pedestrian zone.




Landscape materials should enhance the street environment and commercial areas.




Incorporating evergreens as part of the design of front yard setback areas can help restore a natural vertical element to the highway streetscape and integrate buildings into the surrounding landscape.

## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES



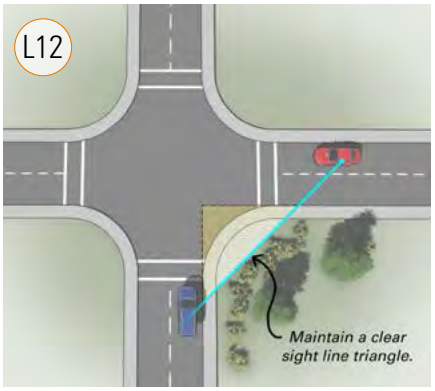

Vegetate setback areas. Consider opportunities to exceed minimum requirements for the appearance of a more established landscape.




Integrate stormwater facilities and bioswales as part of streetscapes, parking areas and other landscape areas. Landscaping should be recessed to receive stormwater runoff whenever feasible. Allowing for stormwater to flow into and infiltrate in landscape areas is preferred.




Maintain lines of site at intersections and driveways for vehicular traffic.



## USE OF LANDSCAPE TO ENHANCE PEDESTRIAN AREAS, STREETSCAPES AND PUBLIC SPACES




Utilize opportunities to incorporate natural drainage features as part of the landscape design.




Incorporating groupings of plant materials can add variety while also organizing the landscape to facilitate maintenance.




Consider the opportunity to incorporate pockets of color and seasonal interest as part of the design of public spaces.

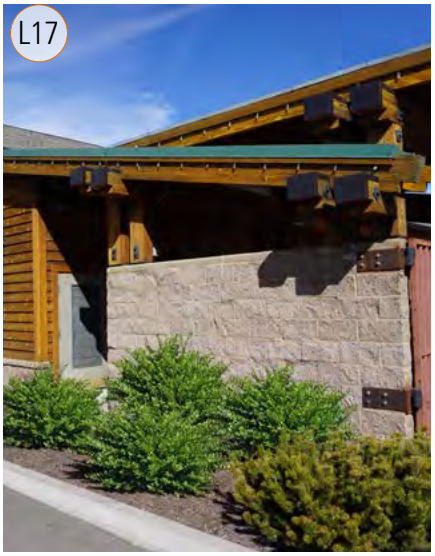
## VISUAL SCREENING







Creating landscape berms with naturalized shapes and contouring should be considered as part of visual screening for parking and service areas.




Plant materials should be used to help block the view of trash enclosures from public areas and roads.




Screen parking and service areas with landscape materials. Incorporate a mix of plant materials to avoid a “wall” affect.

## PLANT SELECTION CONSIDERATIONS




Select drought tolerant plant materials that are suited to the microclimatic variations in sunlight, soil and moisture conditions.




Utilize vegetation that is native or adapted to the region's climatic conditions while also considering the plant material's water needs. Limit ornamental species to accent plantings.




Preserve groups of existing trees where possible to increase the likelihood of survival.




In snow storage areas and roof shed zones, utilize plant materials that are durable enough to handle abuse from snow loading such as herbaceous ground covers, grasses or flexible stemmed shrubs that grow back from their base such as dogwoods.




Consider shade, sun exposure and wind blocking during the selection of trees.

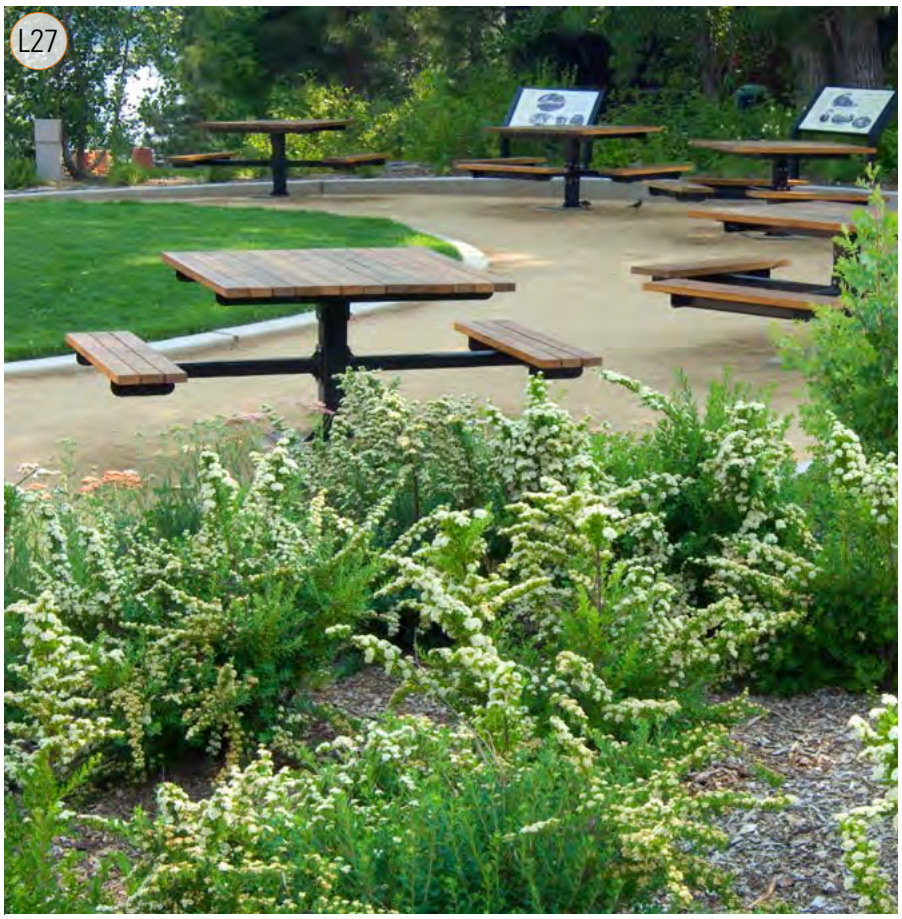
## WATER CONSERVATION




Use efficient water methods, group plantings into similar hydro-zones, use low-water use plant material and use irrigation systems with moisture sensors to control and conserve the use of water.




Consider maintenance and water conservation/irrigation needs during landscape design.




Utilize turf grass only in focused, limited applications.




Irrigate plantings and provide correct water levels to support the long-term growth of landscape. Drip and low-flow systems can minimize irrigation inefficiencies and evapotranspiration in order to maximize the use of every drop of water.

# 5 SECTION FIVE EXTERIOR LIGHTING

## OBJECTIVE

Provide illumination for safety and security as well as enhancing the aesthetic appeal of a site.

Carefully designed lighting can reinforce the ambiance of streetscapes and public gathering areas as well as protect the night sky. These exterior lighting guidelines focus on limiting excess light, while still providing for safety and security and encouraging an enjoyable night time atmosphere for community spaces.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL

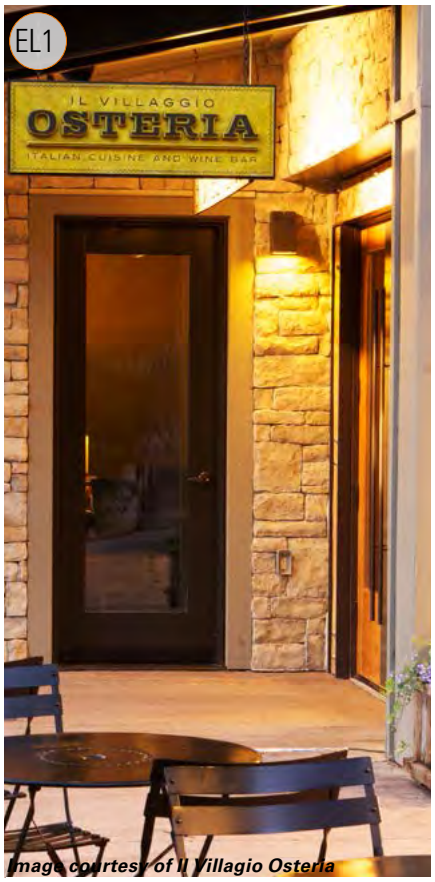



*Image courtesy of Il Villagio Osteria*

Accent lighting can be used to accentuate building entries and signage.

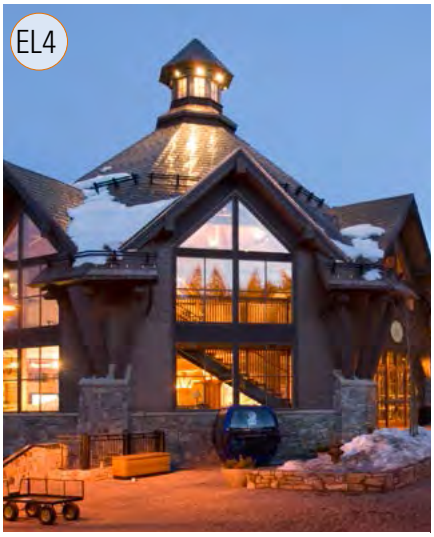



Illuminate areas necessary for safe and comfortable use and illuminate special features of a building or landscape to add to the aesthetic appeal of a site.




*Image courtesy of lampsplus.com*

Accent landscape elements with down lighting with concealed fixtures or fixtures with lens hoods.




Use lighting to accent features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured material, knee braces, enriched architectural facades or landmark features. Do not light blank walls.




Use built in lighting and wall lighting to illuminate stairs and level changes.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL




Use exterior lighting to activate public pedestrian retail space.




Utilize exterior lighting to accent architectural and landscape features and illuminate parking lots, streets and walkways. Seasonal lighting should only be used between November 1 and March 1 or as by approved permit.




Use pedestrian light poles that allow for approved banners to encourage an active pedestrian environment. Banners should be replaced as needed to maintain visual appeal and avoid showing damaged or faded banners. Plan for seasonal lighting. Consider the need for electrical outlets and incorporate as part of site design features such as tree wells, light poles and walls.







Use lighting to enhance the pedestrian zone, public gathering spaces and private outdoor gathering areas.

## ACCENT LIGHTING TO ENHANCE AESTHETIC APPEAL




Wall lights may be incorporated as part of the design to both provide accent lighting and illuminate the walking surface.




Direct accent lighting downward to illuminate landscape elements.




The combination of pedestrian lights, architectural lighting and interior lighting can create a more inviting pedestrian environment. Avoid the tendency to over-light which can create bright spots that tend to make adjacent unlit areas seem even darker. Carefully design lighting to consider both architectural/accent and functional lighting in order to provide reasonable levels for safety and security.

## LIGHTING TYPES: CONSISTENT COLOR WITH TRUE COLOR RENDERING



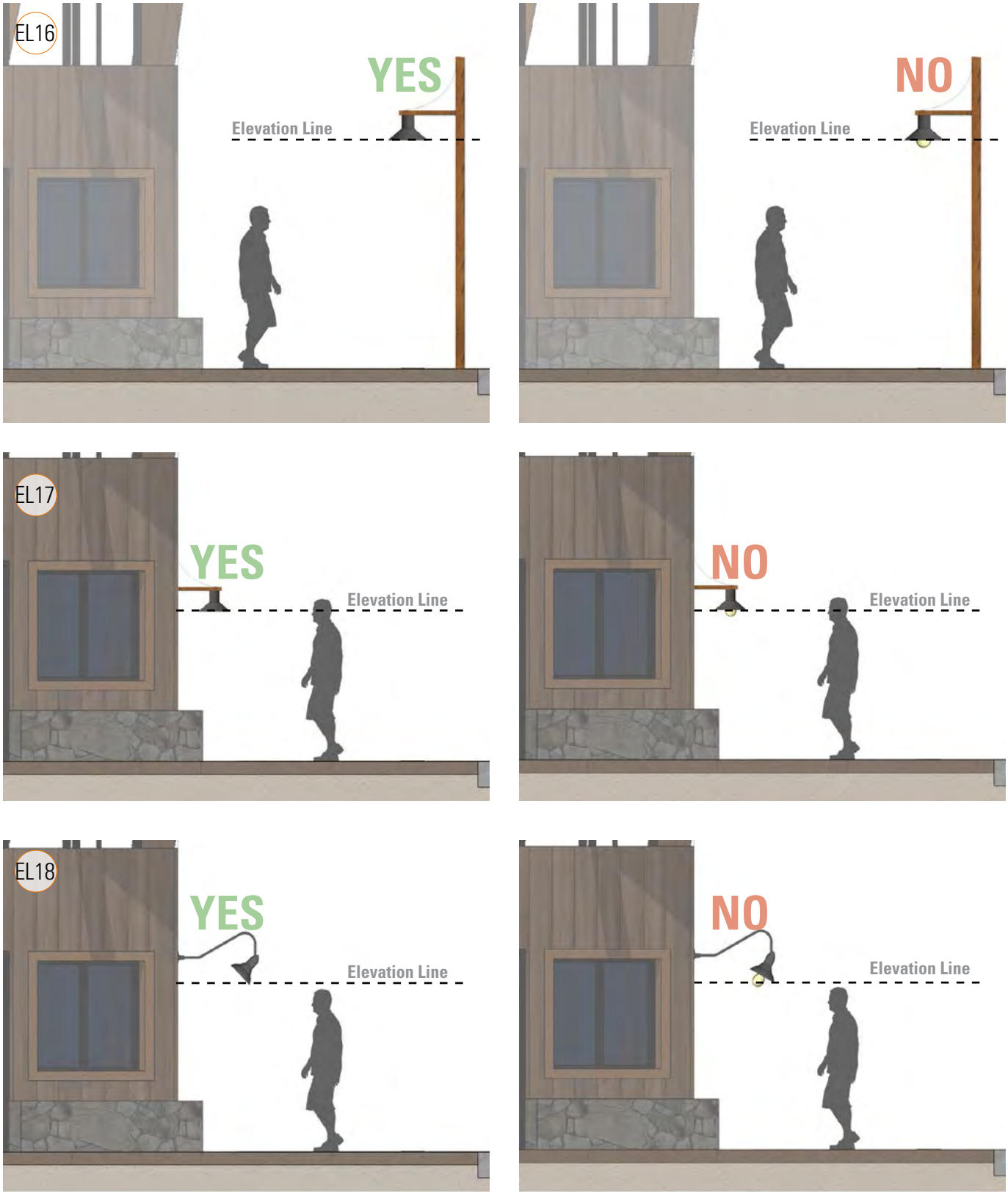

A consistent light color should be provided throughout a project and lighting that appears in the warm color range is preferred over a bluish/white light color. Energy efficient lighting types, including LED lighting, are recommended.

## NIGHT SKY PROTECTION: DIRECTING LIGHT




Face or direct light fixtures so light does not spill over to adjacent properties or up into the sky.

## NIGHT SKY PROTECTION: SHIELDED LIGHT SOURCES




Direct light downward and utilize luminaries that shield light sources from view so the light is not visible as seen in elevation in order to preserve night sky views and reduce glare.

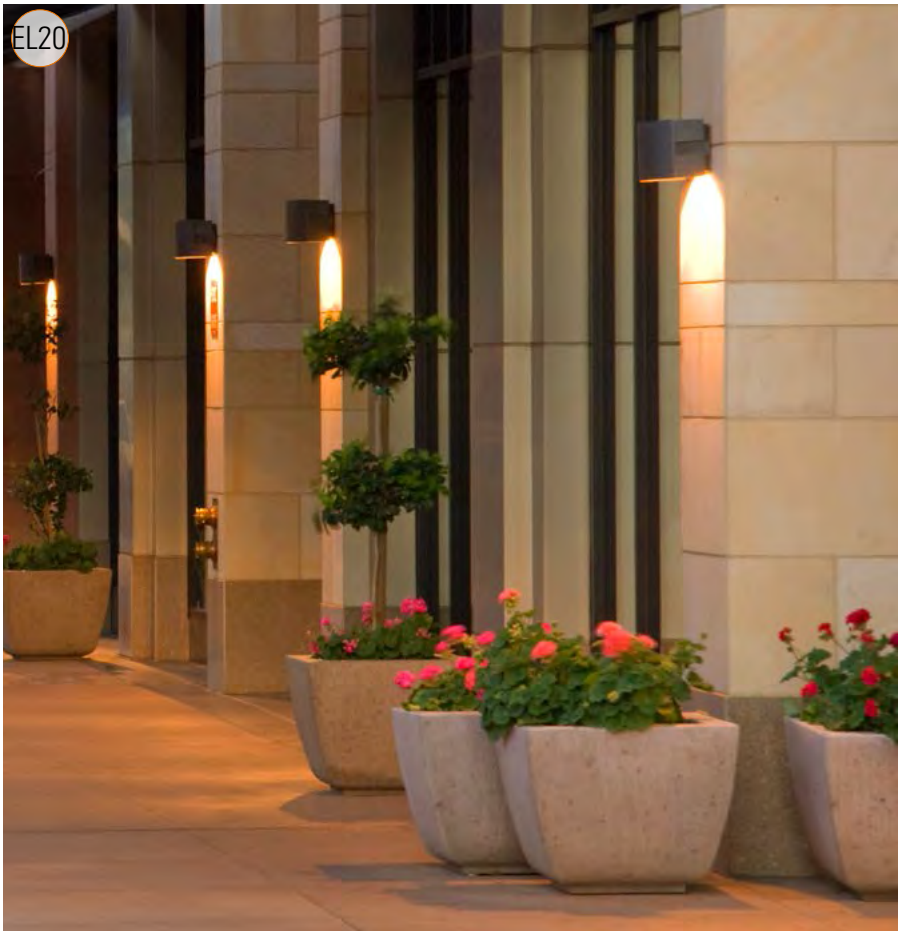
## NIGHT SKY PROTECTION: SHIELDED LIGHT SOURCES




*Image courtesy of BSA Architects*




*Image courtesy of Chapler Lighting*







Luminaires that shield light sources and direct light downward should also complement the character of the public space and the building materials of adjacent architecture.

# 6 SECTION SIX SIGNAGE

## OBJECTIVE

Enhance the city's visual environment by complementing the building's architecture and enlivening the streetscape while clearly and succinctly communicating business information.

The sign guidelines recognize commercial communication requirements of all sectors of the business community as well as the need to enhance the area's visual quality. Well-designed signs can contribute to a district's overall identity and help pedestrians and drivers locate businesses and services.

South Lake Tahoe includes a range of pedestrian and automobile oriented environments which require different signage considerations. The Guidelines focus on design criteria that can enhance the ability for signage to communicate effectively while positively contributing to South Lake Tahoe's visual environment through proper placement, use of materials and being appropriate to its setting.

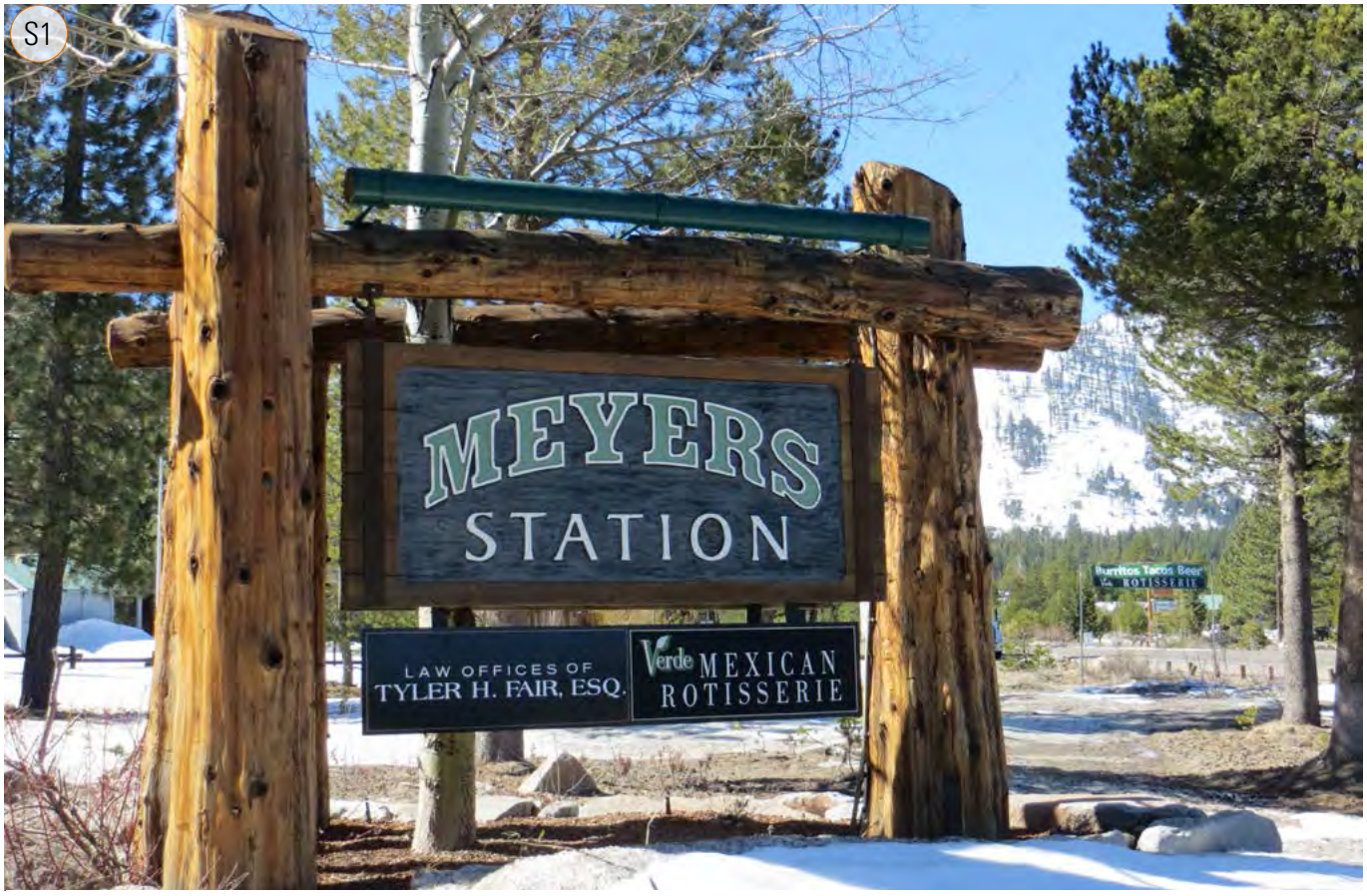
Along with architecture and landscape, signage is one of the most noticeable visual elements along South Lake Tahoe's roadways. Signs are an important part of the built environment in order to communicate information about area businesses and encourage economic vitality. Well-designed signs can contribute to a district's overall identity and help pedestrians and drivers locate businesses and services. However, poorly designed signs and the overabundance of signage can severely detract from the surrounding mountain and lake environment.

The following design principles are illustrated in this section and should be considered during the design and development of projects:

### LESS IS MORE

The purpose and message of a sign should be immediately apparent. Signage that merely attracts attention without communicating the message is not effective. Too much information can be visually distracting to viewers, especially motorists. Limiting the amount of information included on a sign intended to be viewed from a motorist's vantage point can enhance overall legibility and wayfinding.

- ***Keep the message brief and simple***: A succinct message that is simple and easy to read looks cleaner and is more visually appealing.
- ***Consider every word***: Every word should directly contribute to the sign's overall message. Remove any unnecessary words to create a clear message.
- ***Convey primary information***: Words and graphics should convey a business's identity or the services offered. Where possible, multi-tenant areas should consider branding the project area to reduce the information on the primary roadway sign and incorporate secondary level signage within the commercial center.
- ***Use easy to read typefaces***: Typefaces should be easy to read. Overly intricate and mixed fonts can take more time for a viewer to decipher. Faddish typefaces may also become dated.




Keeping the message simple and branding the commercial centers can help effectively direct people to community destinations while reducing the amount of signage seen from the roadways.

## PROPORTION AND BALANCE

The aesthetic quality of a sign arises from the relationships between sign design elements such as proportion and balance. Proportion is the relationship of one element to another. It is most often thought of in terms of the relative size and shape of elements. Proportion can help define the relationship among the sign elements and implies the order of significance.

Well-designed signs will have appropriate proportion between the various parts of the structure as well as between the various components of the graphic content. Sign proportions should be considered between the structure's height, width and depth, between elements of the graphic content, and between the graphic content to the overall sign.

Carefully consider the proportion of the copy to the overall sign background. If the letters take up too much of a sign, they may be harder to read. A general rule is that letters should not appear to occupy more than 75% of the sign panel area.

Physical balance is best described by two objects that are of equal weight, although they may not be of equal size. Visual balance is the perceived equilibrium of design elements. Balance on a horizontal axis can be achieved by having signs that do not appear "top-heavy". Monument bases that are proportional with the sign's height and other sign components can help achieve balance on the horizontal axis.

Balance on a vertical axis can be either symmetrical or asymmetrical. Symmetrical balance can be achieved when each half of the sign is a mirror image of the other half. In asymmetrical balance, each half is not identical, but the elements are arranged in a way that they feel balanced. This can be achieved by considering some of the following principles:

Visually,

- A large form is heavier than a smaller form
- Dark values are heavier than light values
- A textured form is heavier than a smooth form
- A complex form is heavier than a simple form
- Two or more smaller forms balance one large form




A sign's graphic content should relate to the overall proportions of the sign's structure. Aesthetic quality is enhanced when the relationships between sign design elements are balanced and in proportion with each other.

## COLORS AND MATERIALS

Similar to building design, sign colors and materials should draw from the area's natural palette, including darker backgrounds and the use of stone and wood. Bright colors should be limited and reflective, fluorescent and primary colors should not be used. Additionally, consideration should be given to the following:

- Colors and materials should contribute to overall legibility and design.
- Significant contrast should be provided between the sign background and the letters. Dark materials are recommended for sign backgrounds and light materials/colors are recommended for the sign letters.
- Too many colors can compete with content for the viewer's attention. Avoid too many different colors and limit the use of accent colors to increase visibility.

## MATERIALS AND CONTRIBUTION TO ARCHITECTURE




Signage that coordinates with the building architecture can add another opportunity for architectural expression.



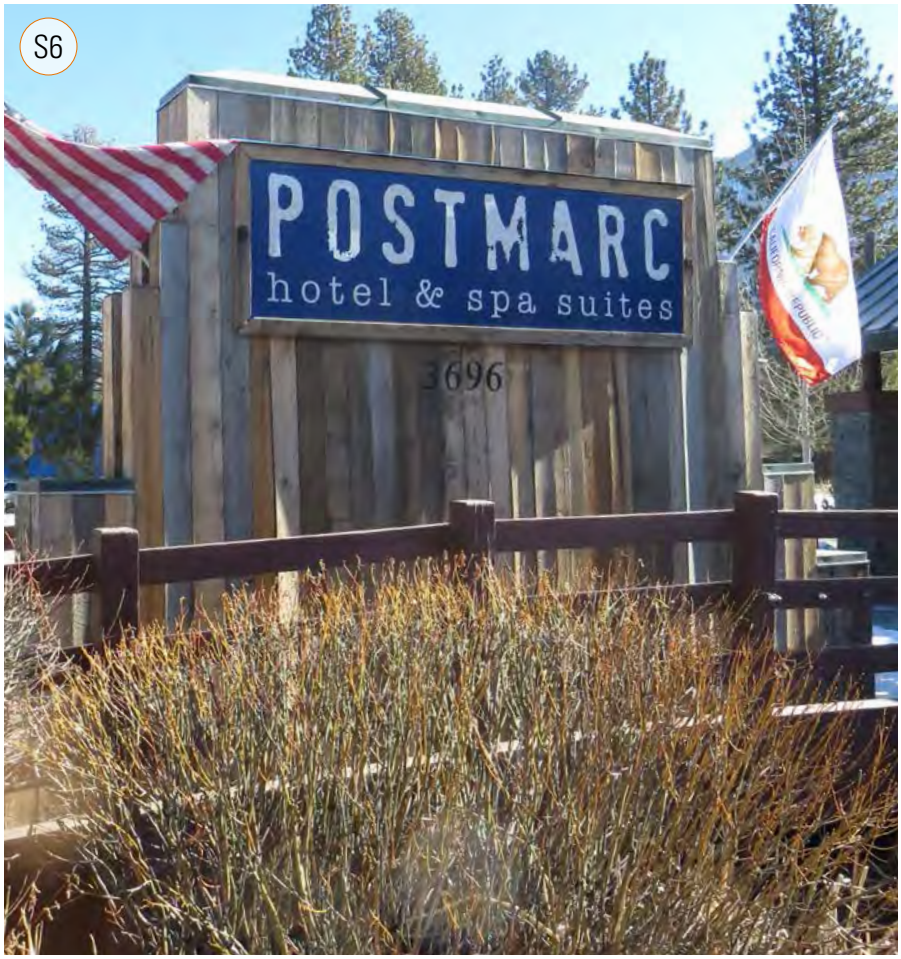

Complement a project's architectural style and exterior lighting with signage. Select materials and supporting devices that positively contribute to the overall character of the area.




Use natural building materials such as wood and stone that is coordinated with site architecture.




Materials and font types should contribute to a sign's overall legibility and positively contribute to the area's overall visual character.




Colors should draw from a natural palette and dark, muted background colors are preferred. Limit the use of bright colors to accents and avoid reflective, fluorescent colors.

## SIGN PLACEMENT




*Image courtesy of Matthew Lehman @ Matthewy Lehman Real Estate*

Integrate freestanding signs into the landscape through the use of plants and sign bases that visually anchor the sign to the site.




*Image courtesy of Solaris Village Shopping; SolarisVail.com*

Provide pedestrian level identification of major buildings through flush building signage.




Utilize elevation signs hung from the soffit board of fascia for businesses that can be viewed from the street and sidewalk.




Pedestrian level signage can be smaller and attached under arcades to reduce the number of signs along a street.




Incorporate building signage with internally illuminated channel letters between appropriately spaced architectural features such as columns or dormers.




Signage placed in dormers can be incorporated as an architectural element.

## SIGN CONSTRUCTION ELEMENTS AND COPY




Sign construction elements that are well proportioned and balanced with the sign face area may be considered if they meet other design standards.




Support freestanding signs with two or more poles or a monument base. Supporting devices should provide aesthetic contributions to the sign structure.




Use trademarks on natural backgrounds to quickly convey messaging.




The visual quality of motor fuel price signs are enhanced by incorporating them within a thoughtfully designed stone monument base.




Keep copy simple and easy to read by keeping the amount of text to a minimum. Too many messages can be visually distracting. A sign with a brief, succinct message is more attractive and is typically more effective as it is easier to read quickly.

## ILLUMINATION




Lighting should comply with night sky standards, including being directed downward and being fully shielded in order to illuminate the sign face and avoid light spill into adjacent areas.




Use dark colors or opaque material as the background of interior illuminated signs to limit the amount of light transmitted.




Indirect backlighting of individual letters can create a soft glow while providing adequate illumination.




Use indirect and/or diffused lighting to prevent light sources from being visible from public rights of way or adjacent properties and to soften the light's appearance.

## MULTI-TENANT SIGNAGE




Consolidating signage into a unified system with consistent font types and colors can reduce sign clutter and helps to avoid overwhelming motorists with too many signs. Consider flexibility in design so tenants can be added or changed over time.




Branding multi-tenant commercial areas can help reduce the number of individual businesses listed on each street sign. Simplify tenant names and use logos where possible to reduce the amount of copy on each sign.




Develop signs with a high aesthetic quality and professional construction standards.




Signage carved into natural wood or high density foam core can help unify tenant signage.




Design and locate signs to be compatible with their surroundings in terms of size, shape, color, texture and lighting. Do not visually compete with other signs.

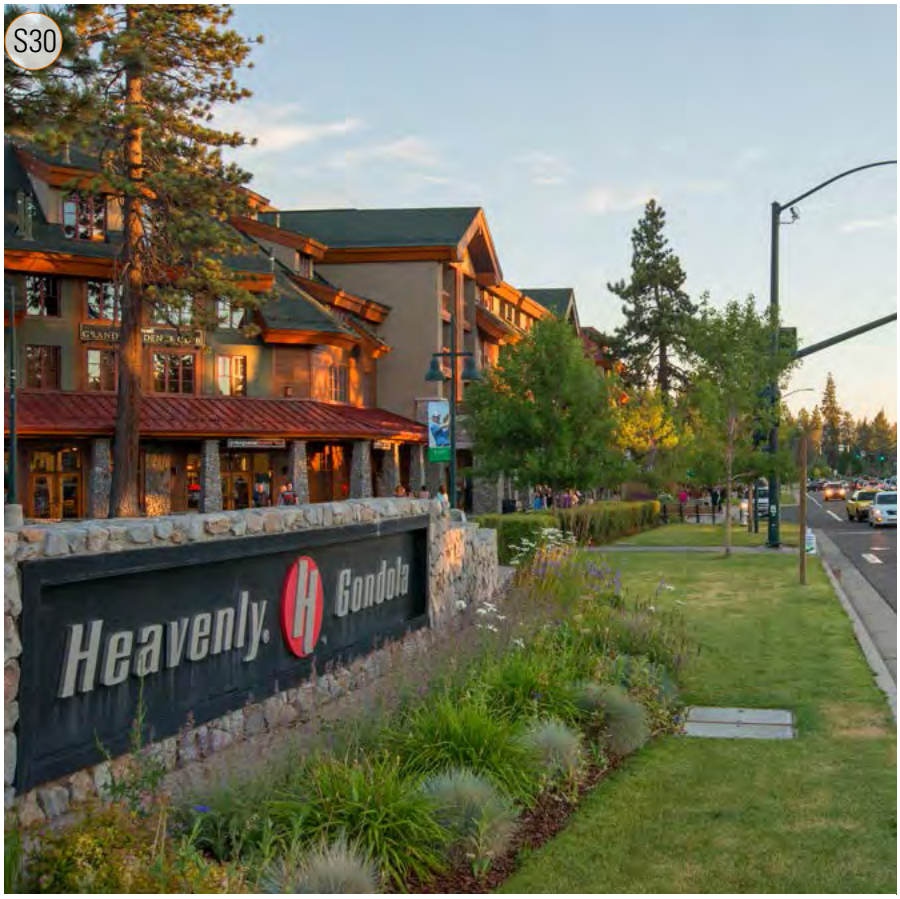
## INTEGRATING SIGNAGE AS PART OF BUILDINGS AND LANDSCAPE ELEMENTS




Signage presents an opportunity to convey unique and interesting aspects of a business through artful designs.




Incorporating signage as part of the building design can eliminate barriers for pedestrian movement and allow more space for other outdoor public spaces.




Integrating signs as part of the landscape feature can help reduce sign proliferation along the roadway. Incorporating plantings can soften the view of a sign from all sides.




Window signage that does not exceed 25 percent of the window area can be an elegant way to communicate business information to pedestrians and create interest at the street level.

## GENERALLY INAPPROPRIATE SIGNS




Pole signage




Banner signage and signage attached to mansard roof



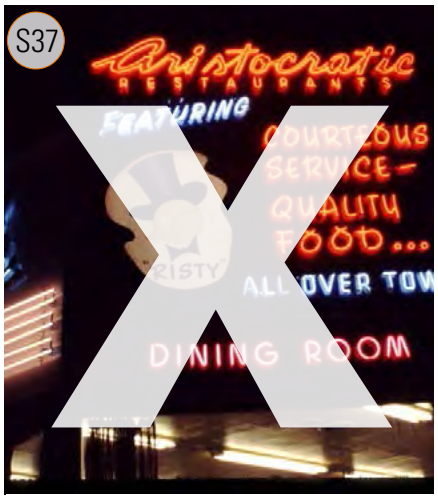

Amount of sign copy and structural elements are not proportional




Signage attached to roof



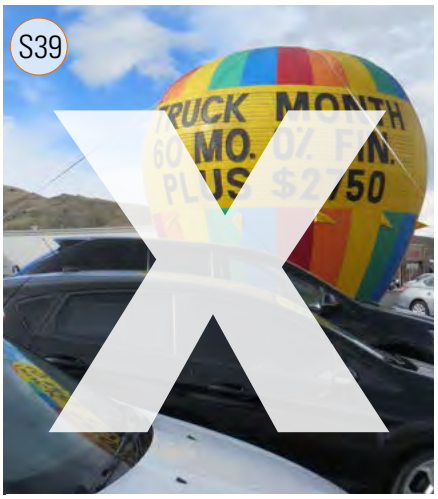

Construction elements don't add to the overall aesthetics




Bright, neon signage




Signage that is dark, dated and has trendy typefaces




Inflatable sign displays




Flags and banner signs

# APPENDIX C
# Development and Design Standards

This section sets out the development and design standards and permissible uses for the Tahoe Valley Area Plan land use districts and has~~ve~~ been designed to achieve the desired community vision and urban form.

Applicability: All projects within the Tahoe Valley Area Plan boundaries shall meet the standards provided below. The South Lake Tahoe Design Guidelines (2016), included as Appendix B, shall supplement this section to provide visual examples of the standards and their intentions. In addition, all projects are required to meet the City-wide Design Standards when applicable. Should a conflict occur between the City-wide standards and the Tahoe Valley Area Plan standards, the standards of this Area Plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.

## Permissible Uses

Table 1 lists the permitted primary land uses by district for the Tahoe Valley Area Plan and land use definitions are provided in Table 2. The regulations for the district are established by letter designations listed below. The designations apply strictly to the permissibility of land uses; applications for buildings or structures may require discretionary review. Uses not listed in the Table are prohibited.

Portions of the Tahoe Valley Area Plan lie within the safety zones established by the Lake Tahoe ~~Airport Comprehensive Land Use Plan (CLUP)~~Airport Land Use Compatibility Plan (ALUCP). Uses within these zones may be further restricted by the ~~CLUP~~ALUCP. Users of this Area Plan should refer to the ~~CLUP~~ ALUCP to determine if additional restrictions are applicable to the property they are interested in or consult with the City of South Lake Tahoe Planning Division.

**(A)** designates allowed uses subject to zoning compliance. An allowed use is one that can be established as the primary use of a building.

**(S)** designates uses that are permitted subject to approval of a Special Use Permit. A Special Use Permit requires discretionary approval by the City Planning Commission or Zoning Administrator following review and a determination that the nature of the proposed use, at the location proposed, is not detrimental to the public welfare or injurious to property or improvements in the neighborhood. To obtain a special use permit, the applicant must generally show that the contemplated use is compatible with the zoning ordinance and land use standards. Findings that such use would be essential or desirable to the public convenience or welfare~~,~~ and will not impair the integrity and character of the zoned district or be detrimental to the public health, safety, morals or welfare are required.

**(TRPA)** designates uses that require TRPA review and permitting.

**(-)** designates uses that are not permitted.

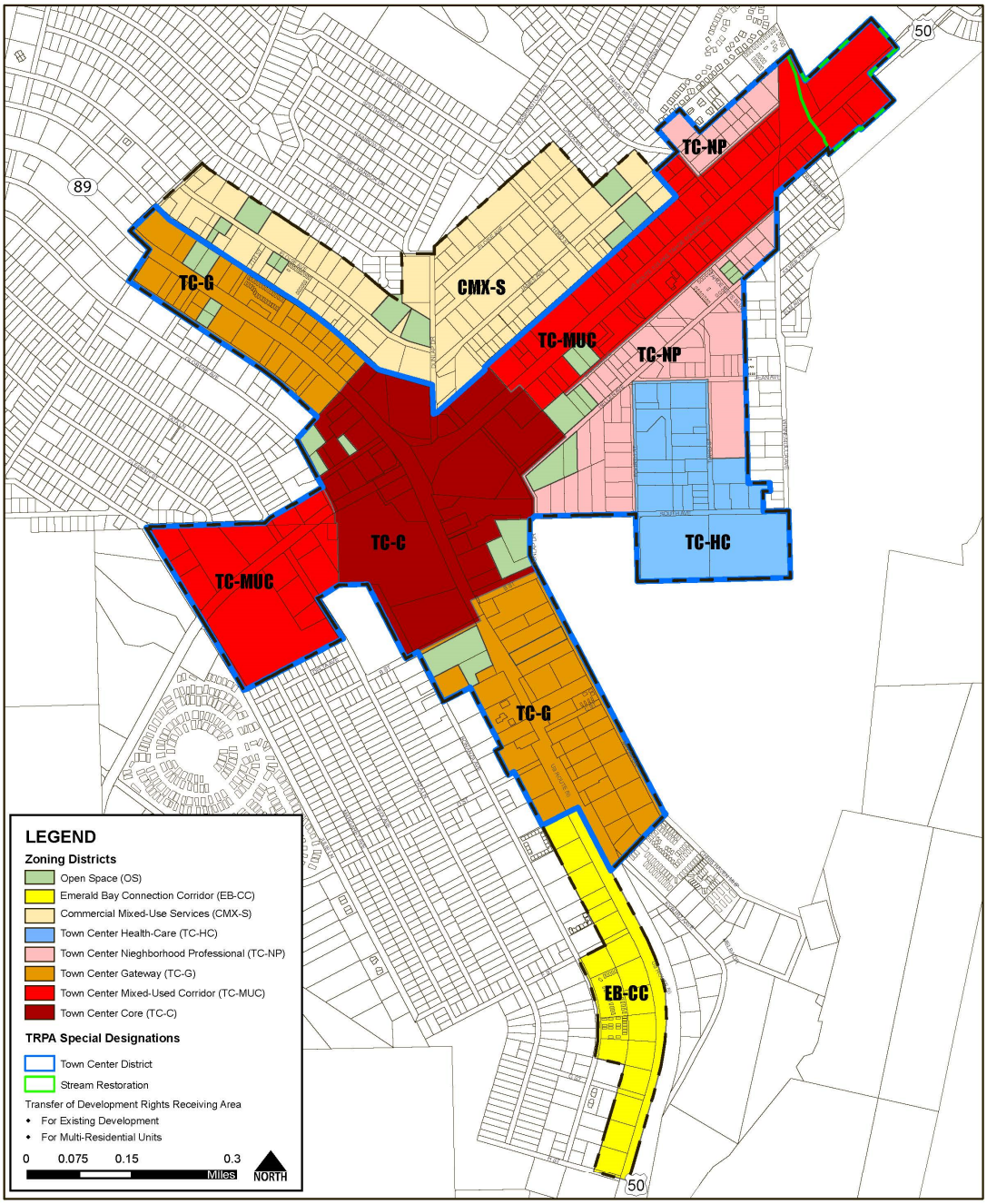



**Figure 11**
Zoning Map
April 2023

| Table 1<br>PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Permitted Uses Key:<br>"A" – Allowed Use<br>"S" – Special Use<br>"T" – Temporary Use<br>"TRPA" – TRPA Review Required<br>"-" – Use Not Permitted | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| **RESIDENTIAL** | | | | | | | | |
| ~~Employee Housing~~ | ~~A~~ | ~~A~~ | ~~-~~ | ~~A~~ | ~~A~~ | | ~~S~~ | ~~-~~ |
| Mobile Home Dwelling | - | - | S | S | S | S | S | - |
| Multiple Family Dwelling | A | A | A | A | A | A | A3~~S6~~ | - |
| Multi-Person Dwelling | ~~-~~A | A~~-~~ | A~~-~~ | A | A | A | ~~S~~ A3 | - |
| Nursing ~~and~~ & Personal Care | ~~-~~A | ~~-~~A | ~~-~~A | ~~A~~8A | ~~A~~8A | A | - | - |
| Residential Care | A~~-~~ | A~~-~~ | A~~-~~ | ~~A~~8A | ~~A~~8A | A | - | - |
| Single Family Dwelling (includes condominiums) | A2 | A2 | A2 | A | ~~S~~A | A2 | ~~S~~A3 | - |
| **TOURIST ACCOMMODATION** | | | | | | | | |
| Bed & Breakfast Facilities | - | - | A | A | - | S | - | - |
| Hotel, Motel, Other Transient Dwelling Units | A | A | A | S | S | S | - | - |
| Time Sharing | A | A | A | - | - | - | - | - |
| **RETAIL COMMERCIAL** | | | | | | | | |
| Auto, Mobile Home, and Vehicle Dealers | - | S | - | - | - | - | A | - |
| Building Material & Hardware | S | A | S | - | - | - | A | - |
| Eating & Drinking Places | A | A | A | - | - | ~~A~~S | A | - |
| General Retail ~~and~~ & Personal Services | A | A | A | ~~-~~A | ~~-~~A | ~~A~~S | A | - |
| Nursery | ~~-~~S | S | S | ~~-~~A | ~~-~~A | S | A | - |
| Outdoor Retail Sales | S | S | S | - | - | - | A | - |
| Service Stations[1] | S | S | S | - | - | - | A | - |
| **ENTERTAIMENT COMMERCIAL** | | | | | | | | |
| Amusement~~,~~ ~~&~~ Recreation, & Entertainment Facilities | A~~7~~6 | A~~7~~6 | A~~7~~6 | - | - | - | A~~7~~6 | - |
| Outdoor Amusements | S | S | S | - | - | - | - | - |
| ~~Privately Owned Assembly & Entertainment~~ | ~~A8~~ | ~~S8~~ | ~~S8~~ | ~~-~~ | ~~-~~ | | | ~~-~~ |
| **SERVICE COMMERCIAL** | | | | | | | | |
| Animal Services | - | S | S | A | ~~-~~A | - | A | - |
| Auto Repair ~~and~~ & Service | - | S | - | - | - | - | A | - |

| Table 1<br>PERMITTED USES BY LAND USE DISTRICT | | | | | | | | |
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| Business Support Services | A | A | A | A | ~~-~~A | - | A | - |
| Health Care Services | A | A | A | A | A | - | A | - |
| Laundries & Dry Cleaning Plant[1] | - | - | - | - | - | - | A | - |
| Professional Offices | A3 | A | A | A | ~~-~~A | S | A | - |
| Repair Services[1] | S | A | A | - | - | - | A | - |
| Sales Lot | - | - | - | - | - | - | A | - |
| Schools – Business & Vocational | ~~S~~S | ~~S~~S | ~~S~~S | ~~S~~S6 | ~~S~~S | S | ~~A~~A | - |
| Secondary Storage | S | S | S | S | S | - | A | - |
| **LIGHT INDUSTRIAL COMMERCIAL** | | | | | | | | |
| Food & Kindred Products | - | - | - | - | - | - | A | - |
| Fuel & Ice Dealers[1] | - | - | - | - | - | - | A | - |
| Industrial Services | - | - | - | - | - | - | A | - |
| Recycling & Scrap | - | - | - | - | - | - | A | - |
| Small Scale Manufacturing | ~~S~~A | ~~S~~A | S | S | ~~-~~S | S | A | - |
| Light Manufacturing | - | - | - | - | - | - | A | - |
| **WHOLESALE/STORAGE COMMERCIAL** | | | | | | | | |
| Storage Yards[1] | - | - | - | - | - | - | A | - |
| Vehicle & Freight Terminals | - | - | - | - | - | - | A | - |
| Parking Lots[1] | S | S | S | S | S | S | A | - |
| Warehousing | - | - | S4 | - | - | - | A | - |
| Wholesale & Distribution | - | - | - | - | - | - | A | - |
| **GENERAL PUBLIC SERVICE** | | | | | | | | |
| Airfields, Landing Strips & Heliports[1] | - | - | - | - | S5 | - | - | - |
| Collection Stations[1] | - | - | - | - | - | - | ~~A~~A | - |
| Cultural Facilities | A | A | A | A | ~~S~~A | A | A | - |
| Daycare Centers/Preschool | A3 | A | A | A | A | S | S | - |
| Government Offices | A | A | A | A | S | S | A | - |
| Hospitals[1] | - | - | - | - | ~~A~~A | - | | - |
| Local Public Assembly Facilities ~~& Entertainment~~ | A6 | A6 | A6 | S | ~~-~~S | S | S | - |
| Local Public Health ~~and~~ & Safety Facilities[1] | A | A | A | A | A | A | A | A |

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| Membership Organizations | A | A | A | A | ~~-~~A | ~~S~~A | A | - |
| Post Office | A3 | A | A | - | - | - | A | - |
| ~~Public Owned Assembly & Entertainment~~ | ~~A8~~ | ~~A8~~ | ~~A8~~ | ~~-~~ | ~~-~~ | | ~~-~~ | ~~-~~ |
| Public Utility Centers[1] | S | - | - | - | - | - | A | - |
| Regional Public Health ~~and~~ & Safety Facilities | - | - | - | - | - | - | S | - |
| ~~Religious Assembly~~ | ~~A~~ | ~~-A~~ | ~~A~~ | ~~A~~ | ~~A~~ | | ~~S~~ | ~~-~~ |
| School – College[1] | - | - | - | S | ~~-~~S | - | - | - |
| Schools – Kindergarten through Secondary[1] | - | - | - | S | ~~-~~S | - | - | - |
| Social Service Organizations | - | A | A | A | A | S | A | - |
| Threshold Related Research Facilities | A3 | A | A | A | ~~-~~A | - | A | - |
| **LINEAR PUBLIC FACILITIES** | | | | | | | | |
| Pipelines & Power Transmission | S | S | S | S | S | S | A | S |
| Transit Stations & Terminals | S | S | S | S | S | S | A | - |
| Transmission & Receiving Facilities | S | S | S | S | S | S | A | S |
| Transportation Routes | A | A | A | A | A | A | A | A |
| **RECREATION** | | | | | | | | |
| Day Use Areas | A | A | A | A | S | A | A | A |
| Outdoor Recreation Concessions | A | S | A | - | - | S | - | - |
| Participant Sport Facilities | S | - | - | - | - | S | S | - |
| Recreation Centers | - | - | - | - | S | - | A | - |
| Riding ~~and~~ & Hiking Trails | A | A | A | A | A | A | A | A |
| Visitor Information Centers | S | S | S | - | - | S | - | - |
| **RESOURCE MANAGEMENT** | | | | | | | | |
| Forest ~~and~~ & Timber Resource Management | A | A | A | A | A | A | A | A |
| Tree Farms | A | A | A | A | A | A | A | A |
| Vegetation Resource Management | A | A | A | A | A | A | A | A |
| Water Quality Improvements and Watershed Management | A | A | A | A | A | A | A | A |
| Wildlife ~~and~~ & Fisheries Resource Management | A | A | A | A | A | A | A | A |

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| Range Management | A | A | A | A | A | A | A | A |
| **OPEN SPACE** | | | | | | | | |
| Allowed in all areas of the Region | A | A | A | A | A | A | A | A |

Note: All major design review projects that are visible from TRPA's designated Scenic Highway Corridor (US Highway 50, State Route 89) will require a Planning Commission public hearing.

1. 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 Source Water Protection Zone (see Figure 9).
2. Condominiums only. Refer to multiple family dwelling density standards.
3. As part of a mixed-use project only.
4. Limited to existing warehouse uses within the Town Center Gateway District (TC-G).
5. New non-emergency sites prohibited.
   ~~Allowed as part of a mixed-used project.~~
~~6. Secondary units require City Design Review.~~
   ~~Portions of the Tahoe Valley Area Plan lie within the safety zones established by the Lake Tahoe Airport Comprehensive Land Use Plan (CLUP). Uses within these zones may be further restricted by the CLUP. Users of this Area Plan should refer to the CLUP to determine if additional restrictions are applicable to the property they are interested in or consult with the City of South Lake Tahoe Planning Division.with~~ Vacation home rentals shall only be allowed in locations specified by City Code Title 3, Article V, ~~*Vacation Home Rentals.*~~per City Code Chapter 3.50.~~.~~
6. Facilities with the capacity for 200 or more persons require a special use permit.

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| **RESIDENTIAL** | |
| ~~Employee Housing~~ | ~~Residential units owned and maintained by public or private entities for purposes of housing employees of said public or private entity.~~ |
| 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. |
| Multiple Family Dwelling | More than one primary 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. ~~Vacation rentals are included, up to but not exceeding a four-plex, provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code of Ordinances. One detached secondary residence is included~~ 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 ~~units~~ 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. |
| 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 selfcare, 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 (includes condominiums) | 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. ~~Vacation rentals are included provided they meet the Local Government Neighborhood Compatibility Requirements as defined in the TRPA Code of Ordinances. A caretaker residence is included.~~ 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** | |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Bed & 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-Family Dwellings"). |
| Hotel, Motel, 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. |
| **RETAIL COMMERCIAL** | |
| Auto, Mobile Home, and Vehicle Dealers | Retail trade establishments selling new and/or 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 Merchandise"). 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 Material & 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 & Drinking Places | 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. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| General Retail ~~and~~ & Personal Services | 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; ~~saunas and hot tubs~~ 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. |
| 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, 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 COMMERCIAL** | |
| Amusement, ~~&~~ Recreation, & Entertainment Facilities | Amusement and recreation uses are ~~E~~establishments providing ~~amusement or~~ 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~~; gymnasiums; health and athletic clubs~~; ice skating and roller skating facilities; indoor sauna, ~~spa,~~ or hot tub facilities; motion picture theaters; live performance theatres; reducing salons; and tennis, |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities. |
| Outdoor Amusements | Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto racetracks; and miniature golf courses. Outside storage or display is included as part of the use. |
| ~~Privately Owned Assembly and Entertainment~~ | ~~Commercially operated facilities for public assembly and group entertainment with a capacity of greater than 300 people, such as: auditoriums; exhibition and convention halls; theaters, meeting halls and facilities for "live" theatrical presentations or concerts by bands and orchestras; amphitheaters; meeting halls for rent; and similar public assembly uses.~~ |
| **SERVICE COMMERCIAL** | |
| Animal Services | Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, 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 establishment 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"). |
| 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. |
| 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. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Laundries & Dry-Cleaning Plant | 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 "General Retail and 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; financial services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; broadcasting studios; employment services; off premise concessions (OPC); reporting services; computer services; management, public relations, and consulting services; organizational offices; 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 establishment 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"). |
| Sales Lot | Outdoor sales area for permanent display of motor vehicles, recreational vehicles, mobile homes, construction equipment, farm machinery, or other heavy equipment; outdoor equipment rental yards (not including recreational equipment rental); and large-scale, permanent outdoor sales activities such as livestock auctions and sales. Outside storage or display is included as part of the use. |
| Schools – Business & Vocational | Business and vocational schools offering specialized trade and commercial courses. |
| 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 principle 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 COMMERCIAL** | |
| Food & Kindred Products | Manufacturing establishments producing or processing foods and beverages for human consumption and certain related products for distribution within the region, such as meat and poultry processing, dairy products processing, beverages and liquors processing, and miscellaneous food preparation from raw products. Outside storage or display is included as part of the use. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Fuel & Ice Dealers | Retail trade establishments primarily engaged in the sale to consumers of ice, bottled water, fuel oil, butane, propane, and liquefied petroleum gas (LPG), bottled or in bulk, as a principal use. Outside storage or display is included as part of the use. |
| Industrial Services | Service establishments providing other businesses with services, including maintenance, repair, service, testing, publishing, and rental. This includes establishments such as: welding repair, armature rewinding, and heavy equipment repair, vehicle repair; research and development laboratories, including testing facilities; soils and materials testing laboratories; equipment rental businesses that are entirely within buildings (for equipment rental yards, see "Sales Lots"), including leasing tools, machinery, and other business items; and other business services of a "heavy service" nature. Outside storage or display is included as part of the use. |
| Recycling & Scrap | Establishments engaged in assembling, breaking up, sorting, temporary storage, and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap. Outside storage or display is included as part of the use. The use does not include terminal waste disposal sites, which are prohibited and temporary storage of toxic or radioactive waste materials. |
| Small Scale Manufacturing | Establishments primary engaging in retail sales and secondarily as a fine art or craftsman demonstration workshop of light industrial nature such as sculptor, potter, weaver, carver, jeweler, or other similar art that requires artistic skill. Outside storage or display would require approval of a Special use Permit. |
| Light 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. |
| **WHOLESALE/STORAGE COMMERCIAL** | |
| Storage Yard | Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles, construction equipment, materials or supplies, firewood lots, or industrial supplies. Outside storage or display is included as part of the use. |
| Vehicle & 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. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Parking Lots | Service establishments primarily engaged in 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. |
| Warehousing | ~~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.~~ 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"). |
| Wholesale & Distribution | Establishments engaged in the storage of merchandise for sale to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. The use includes such establishments as: merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; and assemblers. Outside storage or display is included as part of the use. |
| **GENERAL PUBLIC SERVICE** | |
| Airfields, Landing Strips & Heliports | Transportation facilities that are used for the landing or take-off of aircraft, including helicopters, such as airports, heliports, helipads, and seaplane bases. The use also includes any appurtenant areas used for airport buildings and accessory facilities, including terminals, aircraft sales and rentals, and fueling facilities. Outside storage or display is included as part of the use. |
| Collection Stations | Establishments engaged in the temporary accumulation and storage of recyclable or discarded materials, including toxic and hazardous wastes, which are subsequently transported to recycling centers or solid waste disposal sites for further processing on a regular and consistent schedule. Outside storage or display is included as part of the use. The use does not include automobile wrecking yards or any recycling processing facilities, which are listed under Recycling and Scrap or regional solid waste transfer stations, which are listed under Recycling and Scrap or Regional Public Health and Safety Facilities. |
| 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. |
| Daycare Centers/Preschool | Establishments used for the care of seven or more children residing elsewhere. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Government Offices | Buildings containing office for public agencies, including administrative offices, and meeting rooms that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards. |
| Hospitals | A public health and safety facility ~~-~~primarily engaged in providing diagnostic services and extensive medical treatment, including surgical and other hospital services. Such establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. |
| Local Public Assembly ~~& Entertainment~~Facilities | Facilities ~~for public assembly and entertainment~~ for ~~the~~ local community assembly, ~~not to exceed a capacity of 300 people,~~ such as community centers, meeting halls, and multi-purpose 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. |
| 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"); ~~religious organizations ("see Religious assembly"); and~~ and lodging (see "Multi-person Dwelling"). The use does not include other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (such as a recreational camp); these shall be classified according to their respective activities. |
| Post Office | Establishments providing mail service and delivery, such as postal substations and neighborhood delivery centers. |
| ~~Public Owned Assembly & Entertainment~~ | ~~Facilities owned and operated by a public or nonprofit entity for public assembly and group entertainment with a capacity of greater than 300 people, such as: public auditoriums; exhibition and convention halls; civic theaters, meeting halls and facilities for live theatrical presentations or concerts by bands, choirs, and orchestras; meeting halls for rent; community centers; and similar public assembly uses.~~ |
| 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 |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| | 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: 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. |
| ~~Religious Assembly~~ | ~~Religious organization assembly or institutional facility operated for worship or promotion of religious activities, including churches and incidental religious education. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (such as a recreational camp) are not considered a religious assembly and are classified according to their respective activities.~~ |
| 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. |
| 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, 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. |
| 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 and Facilities); or non- threshold-related research (which may be conducted under the Professional Office use). |
| **LINEAR PUBLIC FACILITIES** | |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Pipelines & 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 & 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 & 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** | |
| 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, and playgrounds. |
| 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, guide service establishments, or rental service whose base facilities are located on or near a recreation area, such as horse packing outfitters, snowmobiling outfitters, or bike rental facilities. This use includes offsite rental of sporting equipment whose base facilities is a commercial use. Outside storage or display is included as part of the use. |
| Participant Sport 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. |

| Table 2<br>LIST OF PRIMARY USES AND USE DEFINTIONS | |
|---|---|
| **USE** | **DEFINITIONS** |
| Riding ~~and~~ & Hiking Trails | Planned paths for pedestrian, bike, and equestrian traffic, including trail heads. |
| Visitor Information Centers | Nonprofit establishments providing visitor information and orientation. |
| **RESOURCE MANAGEMENT** | |
| Forest ~~and~~ & Timber Resource Management | Activities associated with the protection, restoration, and management of timber such as reforestation, regeneration harvest, sanitation salvage cut, selection cut, special cut, thinning and timber stand improvement. |
| 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. |
| Vegetation Resource Management | Activities associated with the protection, restoration, and management of vegetation including fire detection and suppression, fuels treatment and management, insect and disease suppression, prescribed fire and burn management. |
| Water Quality Improvements ~~and~~ & Watershed Management | Activities associated with the protection, restoration, and management of watersheds including erosion control, runoff control and stream environment zone restoration. |
| Wildlife ~~and~~ & Fisheries Resource Management | Activities associated with the protection, restoration, and management of wildlife and fisheries resources. |
| Range Management | Activities associated with range management including range pasture management, range improvement, and grazing. |
| **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 area. |

## Community Noise Equivalent Level

The maximum community noise equivalent level (CNEL) for this Area Plan are as follows:

| | TABLE 3<br>COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **DISTRICT** | **TC-C** | **TC-MUC** | **TSC-G** | CMX-S | **TC-NP** | **TC-HC** | **EB-CC** | **OS** | **US 50** | **SR 89** |
| CNEL | ~~65~~60 | ~~65~~60 | ~~65~~60 | 65 | 55 | | | 55 | 65[1] | 65[1] |
| [1]These standards shall override district CNEL levels for areas within 300 feet of US Hwy 50 or SR 89. | | | | | | | | | | |

## Development Standards

The development standards for the Tahoe Valley Area Plan are intended to provide physical development requirements to implement the Plan's vision, goals, and policies; implement the goals and policies of the adopted General Plan and the TRPA Regional Plan~~;~~, and enable the

Tahoe Valley Area Plan to be found as a conforming Area Plan by the TRPA Governing Board. The standards were developed based on a review of the TRPA Regional Plan ~~Update~~ policies, the TRPA Area Plans Framework, the City General Plan, the Draft Tahoe Valley Community Plan, and the ~~City of~~ South Lake Tahoe City Code and Design ~~Manual~~Guidelines.

Form-based coding techniques are used for development standards. The standards of each district lists density, ~~and~~ lot coverage limits, ~~lot dimensional requirements,~~ building location standards, height requirements, parking and access provisions, and minimum open space and landscaping and other site requirements. Furthermore, substitute design standards address building orientation and design, pedestrian access, and bicycle parking. ~~Buildings are required to be oriented toward and include a public entrance on a public street and the Tahoe Valley Greenbelt. Building design standards are intended to avoid bulky and "box-like" buildings and encourage appropriate architectural features.~~

Tables 4 through 9 prescribe the development standards for the Area Plan. Individual letters in parentheses refer to additional regulations that directly follow the table. The numbers in each illustration below refer to corresponding regulations in the "#" column in the associated table.

## ~~LOT AND~~ DENSITY AND COVERAGE

Below are the minimum and maximum densities for residential and tourist accommodation uses.

~~Maximum allowed densities are consistent with the limits set in the Regional Plan Update. The Regional Plan Update allows maximum densities of 25 units per acre for multi-family residential development and 40 units per acre for tourist accommodation units with the adoption of an Area Plan. Existing lot size and dimension requirements are proposed to be carried forward. Lot coverage standards reflect the allowances established in the Regional Plan Update.~~

| | TABLE 4<br>DEVELOPMENT STANDARDS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | DISTRICT | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| Density | Mobile Home Dwelling (units/acre) | - | - | 1 to 8 | 1 to 8 | - | 1 to 8 | 1 to 8 | - |
| | Multiple Family Dwelling (units/acre) | ~~25~~12 to 65(A-E~~C~~) | ~~25~~12 to 65(A-E~~C~~) | ~~25~~12 to 65(A-E~~C~~) | ~~25~~12 to 65(A-E~~C~~) | ~~25~~12 to 65(A-E~~C~~) | 12 to 25(A-E~~C~~) | 12 to 25(A-E~~C~~) | - |
| | Multi-Person Dwelling (persons/acre) | ~~-~~65 | ~~-~~65 | ~~-~~65 | ~~25~~65 | ~~25~~65 | 25 | 25 | - |
| | Nursing and | ~~-~~65 | ~~-~~65 | ~~-~~65 | ~~25~~65 | ~~25~~65 | 25 | - | - |

| TABLE 4<br>DEVELOPMENT STANDARDS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | DISTRICT | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| | Personal Care (persons/acre) | | | | | | | | |
| | Residential Care (persons/acre) | ~~-~~65 | ~~-~~65 | ~~-~~65 | ~~25~~65 | ~~25~~65 | 25 | - | - |
| | Single Family Dwelling ~~(parcels less than one acre)~~ | ~~1 unit per parcel~~See multiple family dwelling density for condominiums | | | ~~2 units~~ 1 unit per parcel, (A, C) ~~provided one unit is an authorized secondary residence (A)~~ | 1 unit per parcel (A, C) | 1 unit per parcel (A, C) | 1 unit as part of a mixed use (A, C) | - |
| | Bed and Breakfast Facilities (units/acre) | - | - | 10 | 10 | - | 10 | - | - |
| | Hotel, Motel, Other Transient Dwelling Units (units/ acre) | 40 | 40 | 40 | 40 | 40 | 40 | - | - |
| | Time Sharing (units/acre) | 40 | 40 | 40 | - | - | - | - | - |
| ~~Commercial/Public Service~~ | | ~~10,000(B)~~ | ~~10,000(B)~~ | ~~10,000(B)~~ | ~~10,000(B)~~ | ~~10,000(B)~~ | | ~~10,000(B)~~ | ~~-~~ |
| ~~Residential~~ | | ~~6,000(B, C)~~ | ~~6,000(B, C)~~ | ~~6,000(B, C)~~ | ~~6,000(B, C)~~ | ~~6,000(B, C)~~ | | ~~6,000(B, C)~~ | ~~-~~ |
| | ~~Minimum Lot Width (ft)~~ | | | | | | | | |
| ~~Commercial/Public Service~~ | | ~~80(B)~~ | ~~80(B)~~ | ~~80(B)~~ | ~~80(B)~~ | ~~80(B)~~ | | ~~80(B)~~ | ~~-~~ |
| ~~Residential~~ | | ~~60 (B)~~ | ~~60 (B)~~ | ~~60 (B)~~ | ~~60 (B)~~ | ~~60 (B)~~ | | ~~60 (B)~~ | ~~-~~ |
| ~~Minimum Lot Depth (ft)~~ | | ~~100(B)~~ | ~~100(B)~~ | ~~100(B)~~ | ~~100(B)~~ | ~~100(B)~~ | | ~~100(B)~~ | ~~-~~ |
| Land Coverage | Maximum Land Coverage: Base + Transferred (% of project area located within land capability districts 4-7) | See TRPA Code Chapter 30.<br>~~70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Coverage in other land capability districts is regulated by TRPA Code Section 30. (D)(F)~~ | | | | See TRPA Code Chapter 30. (~~D~~F) | See TRPA Code Chapter 30.<br>~~(E)~~(F)<br>~~See TRPA Code Section 30. (F)~~ | | |
| | Alternative Comprehensive Land Coverage Management System | Alternative Comprehensive Land Coverage Management System: In coordination with the City and TRPA, alternative comprehensive coverage management systems may be developed as alternatives to the parcel-level coverage requirements outlined in subsections 30.4.1 and 30.4.2 of the TRPA Code of Ordinances, provided that the alternative system complies with the provisions of subsection 13.5.3.B.1: Alternative Comprehensive Coverage Management Systems | | | | | | | |

| | TABLE 4<br>DEVELOPMENT STANDARDS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | DISTRICT | TC-C | TC-MUC | TC-G | TC-NP | TC-HC | EB-CC | CMX-S | OS |
| | | of the TRPA Code of Ordinances and is adopted as part of this Area Plan.~~(G)~~ | | | | | | | |

A. ~~**Secondary Units.** Lots less than an acre in size in the Town Center Neighborhood Professional District may have an authorized secondary unit pursuant to the following:~~**Accessory Dwelling Units:** Parcels zoned for multi-family or single-family dwellings may contain accessory dwelling units pursuant to City Code 6.85.050.

1. In accordance with TRPA Code of Ordinances Section 31.4.7, accessory dwelling units shall not be considered in the calculation of density.

B. **Exceptions to Minimum Density**

1. Mixed use developments may be exempt from the minimum density standards when the following are met.

   a. ***Vertical Mixed-Use.*** The first floor shall be dedicated to non-residential uses.

   b. ***Horizontal Mixed-Use.*** At least 25 percent of the gross floor area shall be dedicated to non-residential uses.

2. Where there is an existing multifamily development that does not meet the minimum density, the minimum density standard shall not apply. Units may be added and are not required to bring the parcel in compliance with the minimum density.

C. **No Net Loss of Residential Units.** 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 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.

D. **Density for Deed Restricted Developments**

1. **In Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 13.5.3.I.

2. **Outside of Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 31.4.1.

E. **Condominium Conversions.** Multiple Family Dwellings converted to condominiums after the date of this area plan amendment shall not be used as vacation rentals.

~~1. The unit is not intended for sale and may be rented for residential uses only.~~

~~2. The lot contains an existing single-family dwelling.~~

~~3. The second unit is either attached to the existing dwelling and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.~~

~~4. The total area of floor space for a secondary unit shall not exceed 640 square feet.~~

~~5. One covered or uncovered parking is required for the secondary unit.~~

~~6. Height, building setbacks, minimum lot size, architectural review and other zoning requirements generally applicable to residential construction in the zone in which the property is located shall apply.~~

~~7. Secondary units shall have the colors, materials and textures and architecture similar to the main dwelling unit.~~

~~8. A secondary unit shall be considered a residential unit subject to TRPA's residential allocation limitations and transfer provisions.~~

~~9. A secondary unit shall be subject to the land coverage and Best Management Provisions of the TRPA Code.~~

~~B. **Reduced Minimum Lot Size and Dimensions.** Smaller lots may be approved as part of a condominium, or other airspace subdivision pursuant to City Code Section 6.55.190~~

~~C. **Mobile Home Parks.** Minimum lot size for mobile home parks is 10 acres pursuant to City Code Section 6.55.180.~~

~~D. **Method of Transferring Coverage.** Land coverage shall be transferred to eligible parcels and eligible uses, in accordance with Sections 30.4.2 and 30.4.3 of the TRPA Code.~~

~~E. **Commercial and Mixed-Use Facilities in the Commercial Mixed-Use Service District.** The maximum land coverage (base coverage plus transferred coverage) shall be as follows:~~

~~1. For parcels upon which there is no development legally existing as of July 1, 1987, maximum land coverage shall be 70 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive; and~~

~~2. For parcels upon which there legally exists development as of July 1, 1987, maximum land coverage shall be 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive; and~~

~~3. Land coverage shall be transferred to eligible parcels and eligible uses, in accordance with Section 30.4.3 of the TRPA Code.~~

**Multi-Residential Facilities (Five or More Units), Public Service Facilities, and Recreation Facilities.** The maximum land coverage (base coverage plus transferred coverage) allowed on a parcel for tourist accommodation facilities, multi-residential facilities of five units or more, public service facilities, and recreation facilities shall be limited to 50 percent of the project area that is located within Land Capability Districts 4 through 7, inclusive. Subdivisions into parcels of four or fewer residential units are not eligible for the maximum land coverage permitted under this subparagraph unless a deed restriction requiring maintenance of the units as affordable or moderate income housing, as defined by TRPA, is approved by TRPA and recorded against the property.

F. Uses defined as a hospital that legally exists on the effective date of this area plan (El Dorado County APNs 023-081-03 and 023-081-09), coverage shall be transferred pursuant to following transfer provisions:

1. Coverage transferred up to 70 percent shall be transferred pursuant to section 30.4.3 of the TRPA Code.

2. Coverage greater than 70 percent shall be transferred at a ratio of 1:1 from sensitive lands and at a ratio of 2.5:1 from non-sensitive lands up the minimum amount needed.

Coverage transferred from non-sensitives lands shall be transferred from parcels that have not installed permanent BMPs.

3.

F. **Linear Public Facilities and Public Health and Safety Facilities.** The maximum land coverage for linear public facilities and public health and safety facilities is limited to the minimum amount needed to achieve their purpose, except as provided for non-motorized public trails in subsection 30.4.6.D.3 of the TRPA Code. Such transfers may be permitted, provided TRPA makes the following findings:

1. The project complies with required findings for additional public service facilities if required pursuant to Section 50.8;

2. There is no feasible alternative that would reduce land coverage;

3. The project, because of its unusual configuration or service requirement, requires special consideration;

4. The facility primarily serves the needs of persons other than those who are or will be residents of the lands in question, or the owners of the land in question;

5. Coverage shall be transferred pursuant to section 30.4.3 of the TRPA Code except for the following use:

a. Uses defined as a hospital that legally exists on the effective date of this area plan (El Dorado County APNs 023-081-03 and 023-081-09), coverage shall be transferred pursuant to following transfer provisions:

i. Coverage transferred up to 70 percent shall be transferred pursuant to section 30.4.3 of the TRPA Code.

ii. Coverage greater than 70 percent shall be transferred at a ratio of 1:1 from sensitive lands and at a ratio of 2.5:1 from non-sensitive lands up the minimum amount needed.

iii. Coverage transferred from non-sensitives lands shall be transferred from parcels that have not installed permanent BMPs.

G. **Alternative Comprehensive Land Coverage Management System:** Property owners within the Town Center Core District, in coordination with the City and TRPA, may develop alternative comprehensive coverage management systems as alternatives to the parcel-level coverage requirements outlined in subsections 30.4.1 and 30.4.2 of the TRPA Code of Ordinances, provided that the alternative system complies with the provisions of subsection 13.5.3.B.1: *Alternative Comprehensive Coverage Management Systems* of the TRPA Code of Ordinances and is adopted as part of this Area Plan.

H. **Bonus Coverage Transfer Match** Facilities that transfer or remove coverage from designated sending areas may earn bonus coverage, subject to availability, from the City's coverage pool. Bonus coverage may be earned pursuant to the transfer ratios in the following table:

| Sending Area | Bonus Coverage Earned (per sq. ft.) |
|---|---|
| Stream Restoration Plan Area | 1 |
| Tahoe Valley Greenbelt and associated SEZs | 1 |
| Other SEZs in the Upper Truckee Watershed Hydrologically Related Area located within the City Limits | 0.5 |

## BUILDING PLACEMENT AND ORIENTATION

All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50.

Minimum building setbacks and street frontage improvements are established to create walkable districts and a vibrant town center character. Along Highway 50, Lake Tahoe Boulevard, and State Route 89, buildings are required to be setback 25 feet from the back of the curb. The setback area is to consist of a 10 foot sidewalk/use area in which a minimum of six feet clear must be reserved for pedestrian movement and the other area must be improved as part of a wider sidewalk or provide outdoor dining/seating or display area or landscaping.

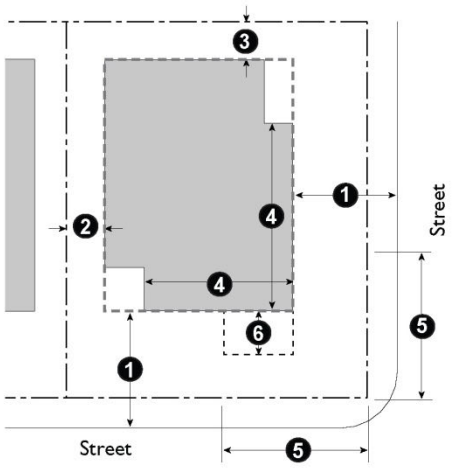
Along Third Street and Tahoe Keys Blvd, buildings are required to be setback 20 feet. The setback is to consist of a five-foot sidewalk, while the remaining area would be improved as part of a wider sidewalk or provide outdoor dining/seating or display area or landscaping.

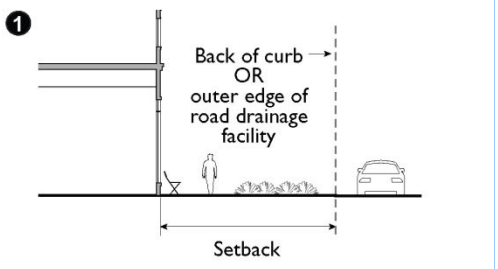
Along all other street frontages, with exceptions as noted in the standards, buildings are required to be setback 20 feet.

Standards require buildings to be built at ~~this~~ setback line~~s~~ for a certain percentage of the linear street frontage in order to establish a consistent and engaging street frontage and improve the pedestrian experience. ~~Additional regulations require pedestrian-oriented street frontage improvements such as the provision of street trees and lighting. Awnings, overhangs, and other elements to provide a covered walkway, public plaza, or outdoor eating area are allowed to project into the setback area.~~

With approval by the Director of Development Services, any of the following standard may be waived for public service uses where strict application would interfere with use of specialized equipment or operations or create an unsafe environment.

Table 5
**BUILDING PLACEMENT STANDARDS**



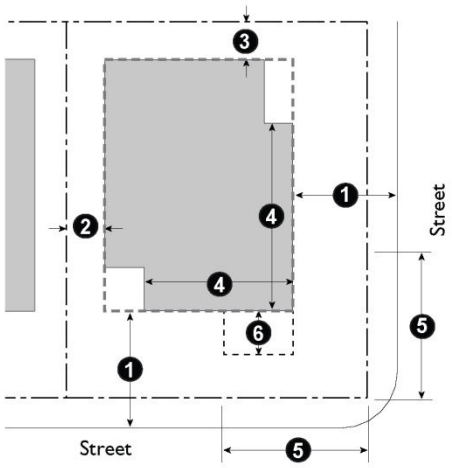

KEY
Property Line
Setback Line

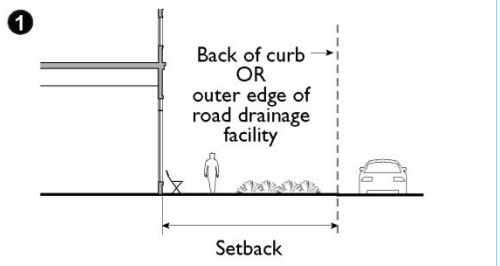
*Note:* All properties are subject to snow easement requirements contained in Section 4 of the *City of South Lake Tahoe Public Improvement and Engineering Standa*

| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Minimum Setbacks (ft.) | | | | | | | | |
| Street Frontage, Hwy 50 and SR 89 and Lake Tahoe Blvd (measured from back of curb or outer edge of road or drainage improvements if no curb) | 25' must include a 10 ft. sidewalk/use area with a minimum 6 ft. wide clear sidewalk for pedestrian movement and the balance of the area improved as part of wider sidewalk, outdoor dining/seating area, or landscaping. (A) | | 25', must include a minimum 6 ft. wide sidewalk. ~~and~~A split rail fence is required if parking is located between street frontage and a building (A) | | - | | | 1 ~~u~~ |

Table 5

**BUILDING PLACEMENT STANDARDS**




KEY

Property Line

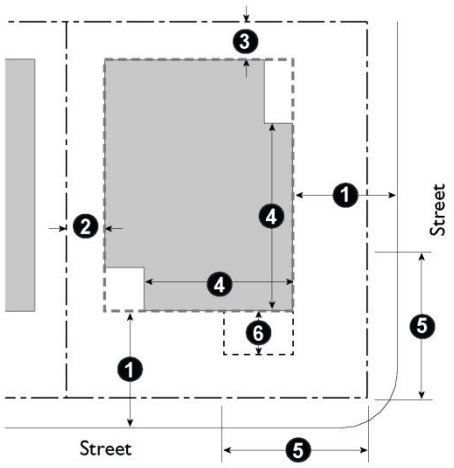
Setback Line

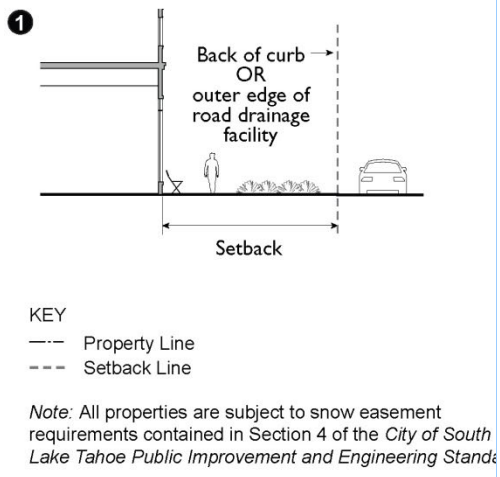
*Note:* All properties are subject to snow easement requirements contained in Section 4 of the *City of South Lake Tahoe Public Improvement and Engineering Standa*

| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Street Frontage, 3rd Street (measured from back of curb or outer edge of road or drainage improvements if no curb) | - | 20', must include a sidewalk and the balance of the area is required to be improved as part of wider sidewalk, outdoor dining/seating area, or landscaping. (A) | - | - | 20', must include a sidewalk and the balance of the area is required to be improved as part of wider sidewalk, outdoor dining/seating area, or landscaping. (A) | | | 1 ~~u~~ |
| Street Frontage, all other streets (measured from back of curb or outer edge of road or drainage improvements if no curb) | | 20'(A) | | | | | | 1 ~~u~~ |
| Interior Side | Nonresidential Uses: 0; 10' adjacent to residential district<br>Residential Uses: 10' | | | ~~Residential Uses: 10'~~10' | Nonresidential Uses: 0; 10' when adjacent | ~~10~~5' | | 2 ~~v~~ |

Table 5

**BUILDING PLACEMENT STANDARDS**




| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| | | | | | to residential district | | | |
| Rear | Nonresidential Uses: 0; 10' when adjacent to residential district<br>Residential Uses: 10' | | | ~~Residential Uses: 10'~~10' | Nonresidential Uses: 0; 10' when adjacent to residential district | 10' | | ❸ |
| Build-to Line: Minimum Building Frontage at Street Setback Line (% of linear street frontage) | 75'(B) | 50'(B) | - | - | 30'(B) | - | | ❹ |
| Corner Build Area (ft) | 50'(C) | 50'(C) | - | - | - | - | | ❺ |
| Maximum Projection into Setback | Awnings and overhangs to provide a covered walkway, public plaza, or outdoor eating area may project up to 10 ft. into the required setback. | | | | | | n/a | ❻ |
| Building Orientation and Entrances | (D) | | | | | | | |

A. **Street Frontage Improvements.** The improvement of the public right-of-way is necessary for the safety and convenience of residents and visitors, improving the quality of the community and unifying the appearance of the community with the establishment of a consistent set of improvement standards. ~~New development shall provide street frontage improvements in accordance with the following:~~

~~1.~~4. ***Street Trees.*** A minimum of two trees and four shrubs shall be planted for every 50 linear feet of street frontage.

5. ***Lighting.*** Pedestrian scaled lighting on sidewalks and pathways consistent with City pedestrian lighting standards. Lighting standards that include attachments from which banners identifying the area or announcing community events may be hung are encouraged.

6. ***Sidewalks.*** Unless noted in Table 5, sidewalk widths shall be consistent with City Code Section 6.10.180 and the City of South Lake Tahoe Public Improvement and Engineering Standards (PIES).

~~2.~~a. The requirement to construct a sidewalk may be waived by the Director of Public Works if it is found that construction of sidewalks could impede drainage or that the location has been identified for City initiated street improvements.

~~3.~~7. ***Alternatives through Director Review.*** Alternatives to the minimum setback requirement for the four parcels located at the South "Y" intersection may be approved if the Development Services Director finds that:

a. The increased setback is needed to maintain a sun angle plane to reduce icing on US 50, SR 89 and public sidewalks, or

b. The increased setback is needed to maintain visual open space, visual access, or preserve or increase views of the mountain ridgelines.

Request to deviate from this standard through the Alternative Director Review process will require a noticing of affected property owners and a public hearing before the Zoning Administrator.

8. ***Scenic Highway Corridors.*** See City Code Section 6.10.190.

~~I.~~B. **Build-to Line.** Buildings shall be constructed at the required setback for the percent of linear street frontage identified in Table 5. This requirement may be modified or waived by the Director of Development Services upon finding that:

1. The area between the built-to line and the building are ~~Entry~~ entry courtyards, plazas, entries, ~~or~~and~~-~~ outdoor eating areas or other public spaces; ~~and~~or ~~are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, or dining area; or~~

2. The building incorporates an alternative entrance design that creates a welcoming pedestrian entry feature facing the street; ~~and~~or~~.~~

~~2.~~3. Topographic features, lot configuration, or other conditions make it impractical to require compliance with the build-to lines.

~~J.~~C. **Corner Build Area.** Buildings must be located at the point of intersection of the two setback lines at street corners and must occupy the street frontage at the setback line for at least 50 feet from the street corner property line. Public plazas may be at the

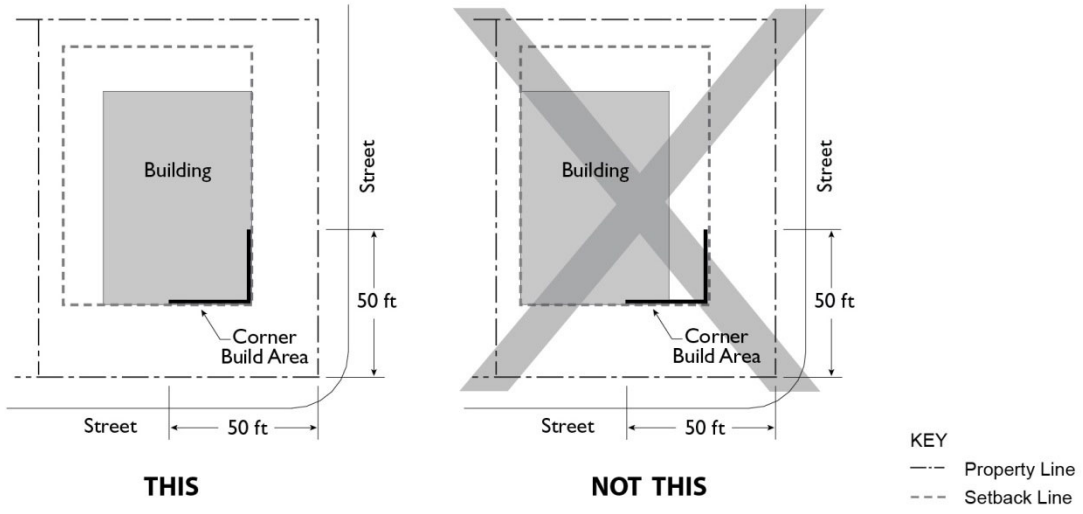
street corner provided buildings are built to the edge of the public plaza. Where a parcel is bounded by more than two streets, this requirement only applies to the primary street frontage and one side street frontage. This requirement may be modified or waived by the Director of Development Services upon finding that:

1. Where buildings placed on a corner would negatively impact a designated scenic view, visual open spaces, visual access or views of mountain ridgelines~~.~~; or

2. Where building placed on a corner would negatively affect the sun angle plane to reduce icing on US 50, SR 89, and public sidewalks~~,~~; or

3. Where buildings placed on a corner would encroach in a stream environment zone or require destruction or removal of significant natural features.

**FIGURE C-1**
**CORNER BUILD AREA**




~~2.~~

~~K.~~D. **Building Orientation and Entrances**

1. Primary building entrances for all buildings shall be located facing a public street.

   ~~1.~~a. Where a commercial use is adjacent to a bike route, ~~or~~ lane, or path a business or business complex shall integrate access from the route to the primary entrance.

2. Building entrances shall be emphasized with special architectural and landscape treatments, shall provide covered overhead protection in the form of recessed arcades or protruding canopies, and shall ensure protection from unloading roof snow.

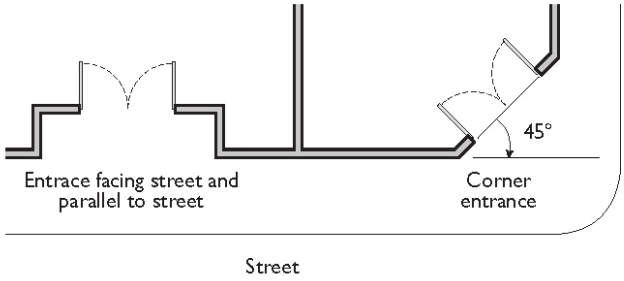
3. Entrances to commercial, tourist accommodation, and mixed-uses located at corners shall generally be located at a 45-degree angle to the corner and shall

have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements.

~~3.~~4. All building and dwelling units located in the interior of a site shall have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.

~~4.~~5. Entrances to residential units as part of mixed-use projects shall be physically separated from the entrance to the ~~permitted commercial~~ non-residential use~~s~~ and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.

**FIGURE C-2**
**BUILDING ORIENTATION AND ENTRANCES**

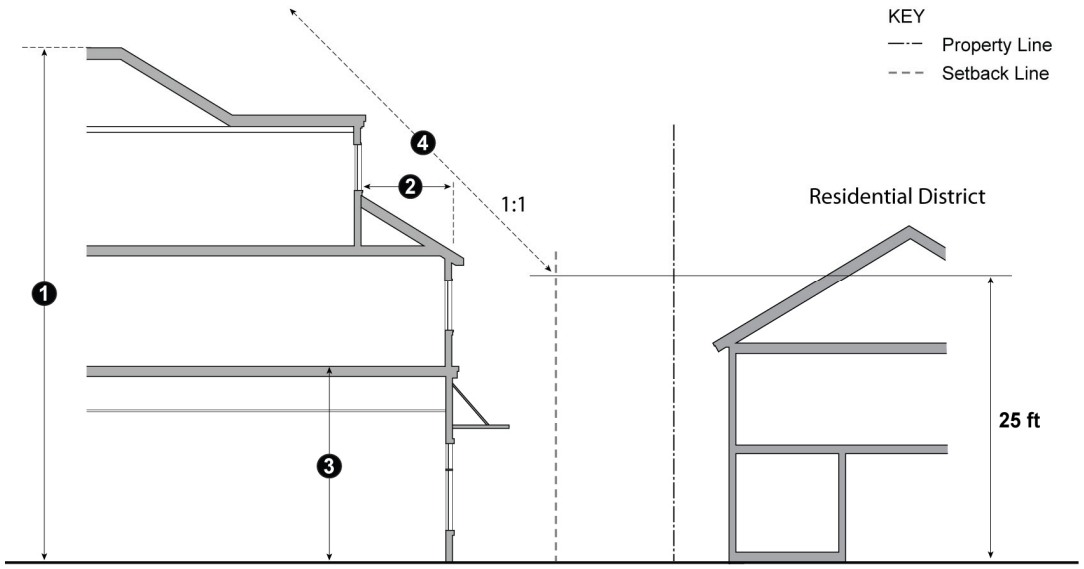



**HEIGHT**

All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50.

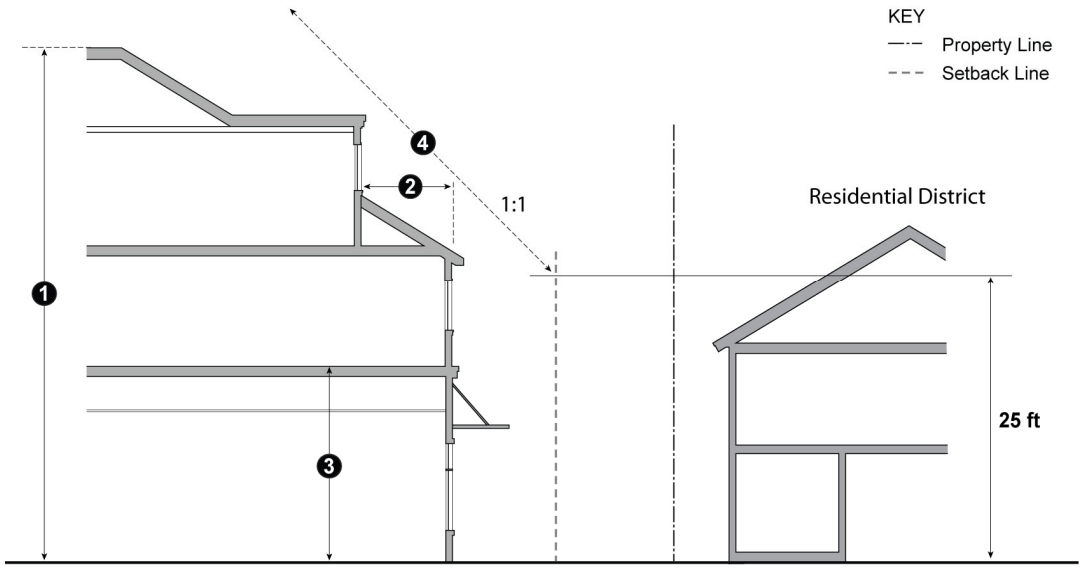
Maximum height limits proposed in the Regional Plan Update have been refined to reflect the nature of development in each sub district. Buildings are required to step back within a daylight plane along street frontages and adjacent to residential areas to address massing, protect viewsheds, and allow light and air, and limit winter shading in public areas and adjacent residential areas. Minimum heights are proposed for ground floors in order to establish a consistent building frontage along the street and to accommodate a wide range of uses. Roofs are required to be sloped to support alpine character in design. Limited areas of flat roofs are allowed as long as they are not visible from the public right-of-way.

## TABLE 7
## HEIGHT AND ROOF STANDARDS




| DISTRICT | TC-C | TC-MUC | TC-G | CMX-S | EB-CC | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Building Height Maximum (feet) and Viewshed Protection | 45' (A, B) | 42', 36' for properties with Hwy 50 frontage east of Tahoe Keys Blvd. (A, B) | 36' (A, B) | See TRPA Code Section 37.4 (A, B) | See TRPA Code Section 37.4 (A, B) | 36' (A, B) | 42'(A, B) | ❶ |
| ~~Viewshed Protection and Building Height Maximum (stories)~~ | ~~3(AB)~~ | ~~3(AB)~~ | ~~2(AB)~~ | - | - | ~~2(AB)~~ | ~~3(AB)~~ | ~~❶~~ |
| Building Stepbacks | | | | | | | | |
| Upper Story along Street Frontage (ft.), applicable above the second story | 10' from second story building face | | | - | 10' from second story building face | - | | ❷ |
| Ground Floor Minimum Height, Non-Residential Uses (ft) | 15' | 15' | 15' | - | | | | ❸ |
| Roof Slope and Design | ~~5~~3:12 to 12:12 (~~B~~C) | | | | | | | |
| ~~Roof Height~~ | ~~The height of the sloped roof must be a minimum 40% of the height of the building. (B)~~ | | | - | | | | |
| Transition Height Adjacent to Residential District | Structures shall not interrupt a line of a 1:1 slope extending upward from 25 feet above existing grade of the setback line adjacent to the residential district. Buildings that are permitted additional height shall have additional buffering in addition to the required setback. Provisions may include, but are not limited to | | | | | | | ❹ |

**TABLE 7**
**HEIGHT AND ROOF STANDARDS**




| | | |
|---|---|---|
| | increased side yard or rear yard setbacks, building orientation, landscaping buffering with oversized trees. | |
| Chimneys and Other Rooftop Appurtenances | Chimneys, flues, vents, antennas, and similar appurtenances may ~~be erected to a height~~extend ten percent ~~of~~ beyond the otherwise permissible ~~height~~ maximum height of a building, or a height of six feet, whichever is less. | |

A. **Additional Height for Specific Projects**

1. **Public Service Facilities.** Building heights as specified above may be increased to the minimum necessary to accommodate facilities serving regional transportation and/or safety needs. Findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances shall be made.

2. **100% Deed Restricted Housing in Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 13.5.3.I.

3. **100% Deed Restricted Housing outside of Town Centers.** Residential developments or mixed-use developments with a residential component where 100% of units are deed restricted for affordable, moderate, or achievable housing are subject to TRPA Code of Ordinances 37.5.5.

~~A.~~B. **Viewshed Protection.** To ensure compatibility with adjacent uses and viewshed protection, buildings must not project above the forest canopy, ridge lines, or otherwise detract from the viewshed and the review authority must make findings 1, 3, 5, and 9 of Section 37.7 of the TRPA Code of Ordinances in approving any project consisting of ~~three or more stories~~42 feet or greater ~~(see Appendix B).~~.

~~B.~~C. **Roof Slope and Design.** Buildings shall have a definitive "top" that steps, slopes, or otherwise breaks the rectangular form of the building. Dormer windows are encouraged within the sloping roof area. A portion of the roof area may be less than 3:12 ~~flat. Flat roof area is limited to 50 percent of the building footprint and shall not be~~ so long as it is not visible ~~within the predominant view of~~ from the public right-of-way or a TRPA scenic resource. Covered parking and parking structures are exceptions and may be permitted to have flat roofs, but must be concealed through architectural design or landscaping. Rooftop equipment shall be concealed from view and/or integrated within the building architecture.

~~C. **Transition Height Adjacent to Residential Districts.** To ensure compatibility with adjacent residential usesdistricts, buildings that are permitted additional height shall have additional buffering in addition to the required setback. Provisions may include, but are not limited to the following:~~

- ~~Reduced height~~
- ~~Increase side yard or rear yard setback~~
- ~~Building orientation~~
- ~~Landscaping buffering with oversized trees~~

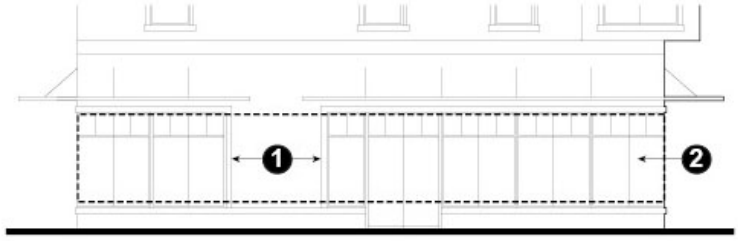
~~D. **Chimneys and Other Rooftop Appurtenances.** Chimneys, flues, vents, antennas, and similar appurtenances may be erected to a height ten percent of the otherwise permissible height maximum height of a building, or a height of six feet, whichever is less.~~

**BUILDING FORM**

All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50. ~~All purely residential developments in the TC-HC and TC-NP districts shall adhere to design standards of City Code Chapter 6.85. All other projects shall follow the commercial design guidelines as stated below.~~

Building form standards limit blank walls, require a minimum amount of building transparency (i.e. windows and doors providing views into work areas, display areas, sales areas, or similar active spaces) along street frontages, and require the modulation of building facades to create visual interest and engage pedestrians.

**TABLE 8**
**BUILDING FORM STANDARDS**




| DISTRICT | TC-C | TC-MUC | TC-G | CMX-S | EB-CC | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Maximum Length of Blank Wall (feet) | 25(A) | 25(A) | 25(A) | - | 25(A) | - | | ❶ |
| Required Transparency (% of building wall area) (commercial only) | 75(A) | 75(A) | 60(A) | - | 60(A) | - | | ❷ |
| Building ~~Modulation~~Design and Articulation | ~~Any building over 50 feet wide shall be broken down to simulate a series of buildings no wider than 50 feet each~~ (B) | | | | (B) | | | |
| Dumpster and Trash Enclosures | In addition to requirements in SLCC Section 6.10.110.A.5, the materials and colors used for the enclosure shall be consistent with those of the primary structure. | | | | | | | |

A. **Building Transparency and Blank Wall Limits; Required Openings for Non-Residential Uses.** Exterior walls facing and within 20 feet of a front or street side property line or pedestrian walkway shall include windows, doors, or other openings for at least the percentage stated in Table 8 of the building wall area located between 2.5 and seven feet above the level of the sidewalk or adjacent ground grade. No wall may run in a continuous horizontal plane for more than 25 feet without an opening or transparency on the ground floor of a building.

1. ***Design of Required Openings.*** Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.

2. ***Exceptions for Parking Garages.*** Multi-level garages are not required to meet the building transparency requirement of this subsection. Instead, they are subject to the building setback standards in Table 5, Building Placement Standards and the following standard:

   a. *Parking Garage Rooftop Planting.* Uncovered parking on the top level of a parking structure shall have rooftop planters with a minimum

dimension of 24 inches along perimeter walls of the top floor that face public streets or other public areas.

3. ***Alternatives through Director Review.*** Alternatives to the building transparency requirement may be approved if the Development Services Director finds that:

a. The proposed use has unique operational characteristics with which providing the required openings is incompatible, such as in the case of a cinema or theater; and

b. Street-facing building walls will exhibit architectural relief and ~~detail, and~~detail and will be enhanced with landscaping in such a way as to create visual interest at the pedestrian level.

Request~~s~~ may be made to deviate from this standard through the Alternative Director Review process. ~~process will require a noticing of affected property owners and a public hearing before the Zoning Administrator~~.

B. **Building Design and Articulation.** Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance and materials and colors that shall reinforce the region's natural features and mountain identity.

1. ***Articulation for all Buildings.*** There shall be clear distinction between the base, middle, and top of the building as illustrated in Appendix B, South Lake Tahoe Design Guidelines (2016), Section 3.

a. The top of the building shall be accentuated by use of roof forms, gables, projections, bracket, and overhangs.

~~c.~~b. Building façades shall be articulated and include active facades, with building projections or recesses, doorways and windows, textured materials, differentiated piers and columns, awnings, and other details that provide architectural articulation and design interest while providing views into and out of the building.

~~d.~~c. Cornices, upper floor balconies, roof terraces, and other architectural elements should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.

d. All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.

e. Each side of the building that is visible from a public right-of-way shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian's range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.

2. ***Buildings Wider Than 50 Feet*** shall be broken down vertically and horizontally, so that any plane visible from the public right of way does not run continuously

for more than 50 feet without incorporating at least 2 of the following design elements through separate features:

a. A minimum 18-inch change in horizontal plane for at least 15 feet.

b. Use of pilasters or columns at a minimum of 12-foot increments and/or at each change in height or wall plane. Pilasters shall protrude a minimum of 4 inches. Columns shall be accentuated with stone or wood.

c. A minimum 3-foot or 10% change in height for at least 15 horizontal feet.

d. Ground floor courtyards or entryways that are recessed at least 8 feet into the building footprint.

e. Change in roof pitch or addition of dormers.

f. Decks or balconies.

3. ***Building Materials and Colors.*** Colors shall be used to help delineate windows and other architectural features to increase architectural interest while maintaining compatibility with the surrounding natural environment.

a. A variety of natural and natural-appearing materials (e.g., wood siding, rock wainscoting, rough sawn timber, log timbers, natural stained lumber) ~~should~~ shall provide contrast on building facades.

~~e.~~b. Stucco and plaster shall be limited to 40% of each building facade. ~~should be used sparingly and blended~~ Stucco areas shall blend with the natural materials to provide interest and variety. Rough textured materials are preferred.

~~f.~~c. Natural earth tone colors (e.g., browns, greens, dark tans) should be chosen to blend in with the setting and to minimize reflectivity. Bright colors ~~should~~ may be used for accent only and ~~should be applied to a maximum of~~shall not exceed 10 percent of the total building façade. ~~For all~~ All structures' ~~visible from the Scenic Threshold Travel Routes (i.e., US 50, SR 89, and Pioneer Trail) or designated Class I or II bike paths,~~ colors shall be consistent with the Munsell Color palette set forth in the TRPA Approved Earth Tone Colors.

**PARKING, LOADING, LANDSCAPING, AND OPEN SPACE**

All purely residential developments shall adhere to design standards of City Code Chapter 6.85, except when fronting Emerald Bay Road/Hwy 89 or Lake Tahoe Boulevard/Hwy 50.

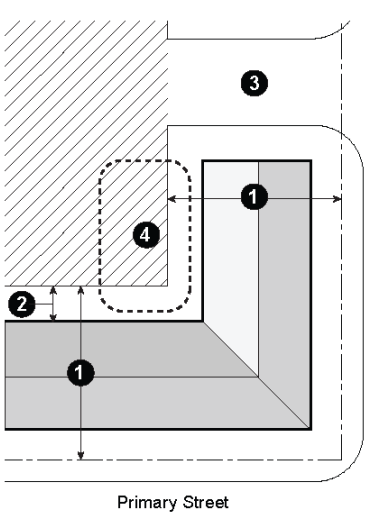
The proposed parking and loading location standards are intended to enhance walkability and reduce the visual dominance of surface parking lots in the area by setting them back from the street. ~~Parking in each district is required to be setback from the back of curb with access from a side street or alley wherever possible.~~ To support a "park once" atmosphere where visitors park

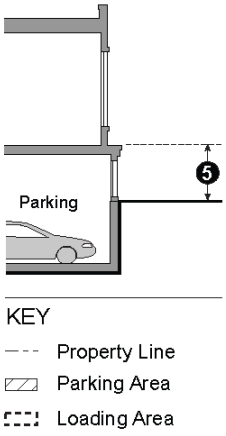
once and patronize multiple businesses, new parking facilities are to be designed to accommodate cross-access to/from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development.

~~Standards are established for the minimum amount of open space and landscaping. Residential open space is required in all residential and mixed-use development. A key component of the vision for the Tahoe Valley area is to provide areas for public gathering. To implement this vision, public open space is required with substantial developments (developments over 50,000 square feet of nonresidential floor area on sites greater than two acres in size) in the TSC-C district.~~

Outdoor parking areas shall be designed to decrease visual impacts associated with large expanses of pavement and vehicles. They can be divided into smaller parking areas and/or include landscaping within and around them. Consider using perimeter landscaping and landscaped islands as bio-swales with a lower grade than the paved surface to reduce irrigation requirements and meet stormwater retention requirements.

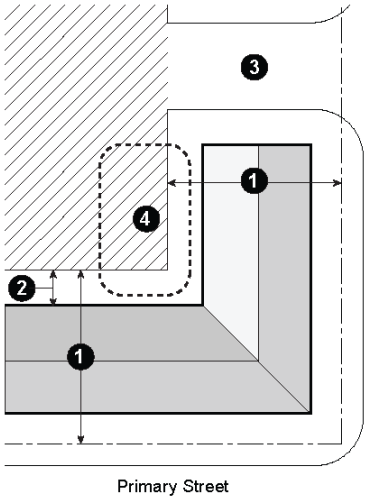
**TABLE 9**
**PARKING, LOADING, LANDSCAPING, AND OPEN SPACE STANDARDS**

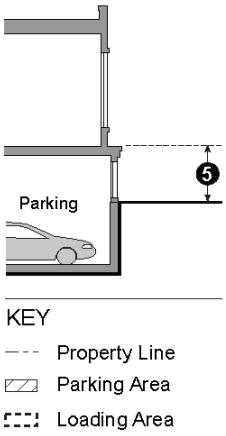



| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Location of Parking: Minimum Setback from Streets (measured from back of curb or outer edge of road or drainage improvements if no curb) | 25(A), Parking shall be located underground, behind a building, or on the interior side or rear of the site. | | | | 20(A) | 20 (A) | | ❶ |
| Setback from Buildings and Public Plazas (ft.) | Above ground parking shall be setback from buildings and public plazas with a walkway and/or landscaping. | | | | - | - | | ❷ |
| Access Location | From adjacent parking areas, side street or alley wherever possible | | | | | | | ❸ |
| Shared Access | See additional regulations (B) | | | | | | | ❸ |
| Curb Cuts | Minimized and in areas least likely to affect pedestrian circulation. | | | | | | | |

**TABLE 9**
**PARKING, LOADING, LANDSCAPING, AND OPEN SPACE STANDARDS**




| DISTRICT | TC-C | TC-MUC | TC-G | EB-CC | CMX-S | TC-NP | TC-HC | # |
|---|---|---|---|---|---|---|---|---|
| Loading/Service Areas/Porte Cochere | Side or rear of lot; must be screened from public ROW | | | | | | | 4 |
| Underground Parking Visibility | Maximum height of underground parking area visible from the street (parking podium) is 3 feet from finished grade. | | | | | | | 5 |
| Automobile Parking, Driveway, and Loading Standards | ~~See South Lake Tahoe City Code, Chapter 5-10, Land Use Development Standards, Article VII. Parking, Driveway and Loading Spaces (C).~~ | | | | | | | |
| Minimum Residential Open Space (sq. ft. per unit) | 100~~(C)~~(D) | 100(D~~C~~) | 100(D~~C~~) | 150(D) | - | 150(D~~C~~) | | |
| Minimum Public Open Space, sites two acres or more in size | (D~~C~~) | - | - | - | - | - | | |
| Pedestrian Orientation and Access | (E) | | | | | | | |
| ~~Minimum Amount of~~ Landscaping (% of site) and Exterior Lighting | 10 (F) | 10(F) | 10(F) | 10(F) | 5(F) | 10(F) | | |
| Snow Storage | (E~~C~~G) | | | | | | | |
| Bicycle Parking | (H) | | | | | | | |

~~B.~~A. **Limitations on Location of Parking.** Parking may be located within the required setback, subject to the following requirements.

1. ***Completely* Underground *~~and Partially Submerged~~* Parking.** ~~Parking completely or partially underground~~Underground parking~~,~~ may be located ~~within~~ no closer than 5 feet to the front property line~~the required setback~~.

~~1.~~2. ***Adjacent to Residential Districts.*** When adjacent to a residential district the side and rear parking area setbacks shall be 50% of the required structure setback. City-approved parking barriers/bollards, vegetation, and a fence shall be installed in the setback.

~~2.~~3. ***Surface Parking.*** ~~Above ground s~~Surface parking may be located within the required setback with Development Services Director approval provided:

~~a. Buildings are built close to the public sidewalk to the maximum extent feasible;~~

a. A minimum, of 30% of the frontage is maintained for pedestrian only access through a courtyard, plaza, vegetated area, etc.; and

b. The parking area is screened along the public right-of-way with public art, hedge, trellis, and/or landscaping; and

c. ~~The site is small and/or constrained such that locating parking outside the required setback is not feasible.~~ Topographic features, lot configuration or other conditions make it impractical to require compliance with the setback requirements.

~~c.~~

~~C.~~B. **Shared Access.** To encourage shared parking and shared access points on public streets, new parking facilities shall be designed to accommodate cross-access to/from adjacent properties to allow parking areas to become joint use facilities even if initially serving only one development. When cross-access for vehicles is deemed impractical by the Development Services Director, the requirement for cross-access may be waived if bicycle and pedestrian connections are provided between adjacent development.

C. **Automobile Parking, Driveway, and Loading Standards.** See City Code Chapter 6.10, Article VII.

1. ***Commercial Parking Ratios ~~in Town Centers~~***. The number of parking spaces as stated in City Code 6.10.410 shall serve as the required number of spaces. Modifications may be made as follows. Area Plan or City Code parking requirements may be superseded where California State Law prohibits or limits parking requirements for qualifying projects.

a. When the project site is within a half mile of a transit stop, a 25% reduction in parking spaces may be applied.

b. ~~This number~~The required number of parking spaces may be further reduced should the project incorporate alternative transportation measures, including but not limited to those listed below, or provide a parking demand analysis that supports the number of proposed spaces. The extent of the reduction shall be at the discretion of the decision-making authority.

i. Installing or upgrading pedestrian, bicycle, transit, or other alternative infrastructure and/or facilities beyond improvements required by the area plan or City Code. Cost estimates and proposed infrastructure design and construction shall be approved by the Public Works Director.

ii. Creating shared parking areas between different parcels and land uses. Reduction of ingress/egress points and addition of connecting pedestrian infrastructure may be required. This shall be recoded through a deed restriction.

iii. Preparing a parking management plan and recording a deed restriction on the property ensuring on-going compliance with the approved plan to minimize parking impacts on adjacent property.

~~Parking management strategies may include but are not limited to:~~

~~Car-share programs~~

~~Additional bicycle, scooter, and motorcycle parking~~

~~Unbundling parking spaces from unit rentals~~

iv. Payment into a parking management district, established by the City or other entity responsible for parking facilities and management in the area.

c. The required number of parking spaces may be increased by 25% when the following findings are made.

i. Due to the nature or business patterns of the use, additional parking is required to meet vehicle demand.

ii. Applicant shall demonstrate the need for requested parking.

d. The required number of parking spaces may be increased beyond 25% through the issuance of a use permit per SLTCC 6.55.620, and when all the following are met.

i. A parking demand analysis justifies the proposed number of spaces.

ii. It is demonstrated that safety for pedestrians and other vehicles will be enhanced by the additional parking.

iii. The environmental impact of the use will be lessened by the increase in parking spaces.

iv. Any additional information as deemed necessary.

2. ***Multi-Family Parking Ratios.*** One parking space shall be permitted per residential unit. The number of required parking spaces may be reduced up to 20 percent if a deed restriction is placed on the property making the property owner responsible for parking management.

a. Parking for 100% deed-restricted affordable, moderate, or achievable housing shall adhere to TRPA Code of Ordinances Section 34.4.1.

D. **Open Space.** Site design shall consider pedestrian safety during snow conditions. Sidewalks, plazas, and other pedestrian areas should be designed for maximum solar exposure, with snow melt systems, or for efficient snow removal.

1. **Residential Open Space.** To promote community building, ~~R~~residential open space ~~may~~ shall be ~~common or private open space~~accessible to all residents and compliant with the Americans with Disabilities Act. ~~Private areas typically consist of balconies, decks, patios, fenced yards, and other similar areas outside the residence. Common~~ These areas typically consist of ~~landscaped areas,~~ walks, patios, swimming pools, barbeque areas, playgrounds, turf, or other such improvements as are appropriate to enhance the outdoor environment of the development. ~~Landscaped courtyard entries that are oriented towards a public street are considered common areas. All areas not improved with buildings, parking, vehicular accessways, trash enclosures, and similar items shall be developed as common areas.~~

i. ***Minimum Dimensions***. ~~Common~~ Open ~~S~~space shall have a ~~.~~ ~~M~~minimum horizontal dimension of 20 feet.

~~a.~~

~~i. *Private Open Space.* Private open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than 10 feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.~~

~~ii.~~ ~~i. *Common Open Space.* Minimum horizontal dimension of 20 feet.~~

b. ***Usability.*** A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practical combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust free surfacing. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.

c. ***Accessibility***. The space shall be accessible to all the living units on the lot and ADA compliant.

~~i. *Private Open Space.* The space shall be accessible to only one living unit by a doorway to a habitable room or hallway.~~

i. ~~*Common Open Space.* The space shall be accessible to all the living units on the lot and ADA compliant.~~

~~ii.~~d. ***Limitations to Open Space*.** Open space may be limited to 10% of the parcel's maximum allowable coverage should the Director of Development Services deem that construction of open space to the extent required in Table 9 would result in a reduction of dwelling units.

2. **Public Open Space.** Developments with 50,000 square feet or more of nonresidential floor area on sites two acres or more in size shall provide public open space according to the following standards:

a. ***Minimum Area.*** Forty square feet for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of floor area, plus 20 square feet for every 1,000 square feet of nonresidential floor area over 100,000 square feet.

b. ***Minimum Dimensions*****.** Minimum horizontal dimension of 40 feet.

c. ***Usability.*** A surface shall be provided that allows convenient use for outdoor living, recreation, and public gathering. Such surface may be any practical combination of high-quality plant and hardscape materials such as bricks, stone, concrete, permeable paving, or tile. Surfaces shall be sloped for positive drainage and constructed to withstand snow removal and de-icing maintenance. The maximum slope shall not exceed 10 percent. Seating areas and plazas should be located in areas with good solar exposure.

d. ***Accessibility.*** On-site public space shall be visible from a public street and from on-site areas normally frequented by nearby retail uses.

e. ***Amenities.*** On-site public space shall include benches or other seating. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including but not limited to trees and other landscaping, shade structures, drinking fountains, water features, public art, trash receptacles, information kiosks, or performance areas.

~~e.~~

E. **Pedestrian Orientation and Access.** On-site pedestrian circulation and access must be provided according to the following standards.

1. ***Internal Connections***. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities. Trash and recycling receptacles shall be provided and conveniently located in areas with heavy pedestrian use.

2. ***To Circulation Network***. Regular connections between on-site walkways and the public sidewalk shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.

3. ***To Neighbors***. Direct and convenient access shall be provided from commercial and mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

4. ***To Transit***. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.

5. ~~***Interior***~~ ***On-Site Pedestrian Walkway Design***.

a. Walkways shall have a minimum clear unobstructed width of six feet, shall be hard-surfaced, and paved with concrete, stone, tile, brick, pervious paving, or comparable material.

b. Where a required walkway crosses driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or similar method.

c. Where a required walkway is parallel and adjacent to an auto travel lane, it must be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barriers.

~~c.~~F. **Landscaping and Lighting.** Landscape Design shall be consistent with City Code Section 6.10.150 and WELO as contained in City Code Chapter 6.80. Landscaping can be used to successfully integrate the built environment into the natural environment. It can also provide pleasant outdoor spaces for people, mitigate noise and air quality impacts, and help screen undesirable elements. Regional climatic and physiographic conditions generally impact landscape and plant materials, and must be taken into account early in the design process. It is recommended that landscape design and planning take advantage of the different visual environments in formulating a design theme or concept as well as to conserve water~~.~~ Exterior lighting shall be consistent with City Code Section 6.10.160.

~~F.~~G. **Snow Storage.** See SLCC Section 6.10.140.

~~G.~~ ~~.~~

~~improvements or City Code~~

~~Preparing a parking management plan, approved by the Development Services Director and recording a deed restriction on the property ensuring on-going compliance with the approved plan to minimize parking impacts on adjacent property. Parking management strategies may include but are not limited to:~~

~~Car-share programs~~

~~Additional bicycle, scooter and motorcycle parking~~

~~Shared parking between two or more land uses~~

~~Unbundling parking spaces from unit rentals~~

H. ~~Payment into a parking management district, established by the City or other entity responsible for parking facilities and management in the area.~~**Bicycle Parking.** Bicycle parking spaces for uses not listed and for multi-business complexes shall be required at staff discretion. Modifications may be granted at decision-making authority. In no case may fewer than one short term and one long term space be provided.

| 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 | Religious assembly, schools, 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 | 3% of maximum occupancy |
| Parking lots, garages, parking structures | | - | 1 per 15 vehicle spaces or 3% of the total area |
| Bicycle parking spaces for uses not listed and multi-business complexes shall be required at staff discretion. | | | |

~~1. ***Short-Term Bicycle Parking.*** Short-term bicycle parking shall be provided in order to serve shoppers, customers, messengers, guests and other visitors to a site who generally stay for a short time.~~

~~a. *Parking Spaces Required.* The number of short-term bicycle parking spaces shall be at least 10 percent of the number of required automobile parking spaces, with a minimum of two spaces per establishment, for commercial, mixed-use, and multi-family structures.~~with four or more units residential

1. Short Term Bicycle Parking Standards.

a. *Location.* Short-term bicycle parking must be located within 50 feet of a main entrance to the building it serves. Bicycle parking shall be visible ~~from the street or~~ from the main building entrance, from outdoor seating areas, or a sign must be posted at the main building entrance indicating the location of the parking area. Bicycle parking shall be located outside of the public right of way. ~~except with an encroachment permit in the~~

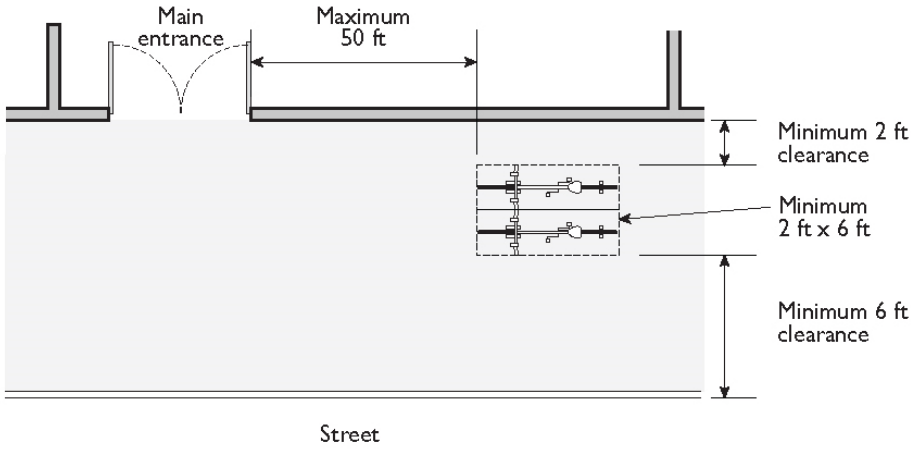
~~TSC-C and TSC-MUC districts, provided an unobstructed sidewalk clearance of six feet is maintained for pedestrians at all times.~~

~~b.~~i. *Exception.* Notwithstanding the above standard, when a commercial use is adjacent to a bike route or bike path, short-term bicycle parking may be provided near the route or secondary entrance.

~~c.~~b. *Anchoring and Security.* For each short-term bicycle 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. Preferred rack styles area inverted U shapes, post and ring, and wheel well-secured.

~~d.~~c. *Size and Accessibility.* Each short-term 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 between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

**FIGURE C-3**
**SHORT-TERM BICYCLE PARKING**




~~2.~~ ~~***Long-Term Bicycle Parking Standards.***~~ ~~Long-term bicycle parking shall be provided in order to serve employees, residents, commuters, and others who generally stay at a site for four hours or longer.~~

~~a.~~ ~~*Parking Spaces Required.*~~

~~i.~~ ~~Residential Uses. A minimum of one long-term bicycle parking space shall be provided for every five units for multi-unit residential and group residential projects.~~

~~ii.~~2. ***Long-Term Bicycle Parking Standards.*** ~~Parking Lots and Parking Structures. Long-term bicycle parking shall be provided At a minimum ratio of one space per 50 vehicle spaces.~~

~~b.~~a. *Location.* Long-term bicycle parking 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.

~~c.~~b. *Covered Spaces.* ~~At least 50 percent of required long~~Long-term bicycle parking must be covered. Covered parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.

~~d.~~c. *Security.* All long-term bicycle parking must be located in a secure area such as the following:

i. An enclosed bicycle locker;

ii. A fenced, covered, locked or guarded bicycle storage area;

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.

~~e.~~d. *Size and Accessibility.* 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 between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

**SIGNAGE**

A. See SLCC Chapter 6.40.

1. Accessory uses may have signage independent from the primary use, but are subject to the maximum sign area and standards established by the City Code.

**OUTDOOR DINING AND SEATING**

Outdoor dining and seating are desirable and consistent with TVAP policies to activate streets.

A. **Location.** Outdoor seating and dining areas shall not encroach in pedestrian pathways, vehicle circulation areas, or the public right of way.

B. **Commercial Floor Area Requirement.** The first 20 seats or 300 square feet of outdoor dining, whichever is less, shall be exempt from obtaining CFA. CFA shall be required for outdoor dining areas beyond 20 seats or 300 square feet.

C. **Site Design.** New and modifications to outdoor seating and dining areas may be subject to Design Review.

1. Seating areas shall be separated from vehicle circulation and parking areas by parking barriers/bollards and vegetation.
2. No additional signage shall be associated with outdoor dining/seating areas.
3. 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.

## ~~Substitute Design Standards~~

~~Substitute Design standards address site design and amenities, building orientation and design, pedestrian access, bicycle parking, landscaping, lighting, signage, parking, driveway and loading spaces.~~

~~Buildings are required to be oriented toward and include a public entrance on a public street. Building design standards are intended to avoid bulky and "box-like" buildings and encourage appropriate architectural features.~~

~~On-site access and circulation standards require a system of pedestrian walkways that connect all buildings on a site to each other, to on-site parking areas, and open space or pedestrian amenities. Regular connections are to be provided to the public sidewalk as well as to adjoining commercial and residential areas. Walkway standards establish requirements for minimum width, paving, grade separations, bollards, landscaping, lighting, or other means to clearly delineate pedestrian areas for both day and night use.~~

~~Standards are for the amount, design, and location of bicycle parking is incorporated. The standards have different requirements for long- and short-term bicycle parking that reflect the varying needs of visitors, locals, and employees.~~
~~Landscape standards reinforce the resort destination experience in the Area Plan by guiding the desired design of planting and hardscape materials while providing for opportunities to accommodate stormwater runoff.~~

~~Lighting standards for streets and exterior spaces are necessary to provide safety and security as well as provide, in limited areas, the night lighting that will allow for a festive atmosphere enhancing the qualities of an active civic place.~~

~~All projects within the Tahoe Valley Area Plan shall meet the standards listed below and the standards in the Citywide Design Standards and the Parking, Driveway and Loading Space Standards in Chapter 5 of the City Code and the Sign Standards in Chapter 25 of the City Code. Should a conflict occur between the standards of this Area Plan and the standards of the City Code, the standards of the Area Plan shall apply. All regulations in the TRPA Code of Ordinances shall remain in effect unless superseded by the provisions of this Area Plan.~~

~~A.~~ **~~Site Design and Amenities.~~**

~~1. Site design shall consider adjoining properties to avoid creating nuisances such as noise, light intrusion, invasion of privacy, and traffic, particularly when development is adjacent to sensitive uses such as residential development.~~

~~2.~~1. ~~Outdoor parking areas shall be designed to decrease visual impacts associated with large expanses of pavement and vehicles. They can be divided into smaller parking areas and/or include landscaping within and around them. Consider using perimeter landscaping and landscaped islands as bio-swales with a lower grade than the paved surface to reduce irrigation requirements and meet stormwater retention requirements.~~

~~3.~~2. ~~Site design shall consider pedestrian safety during snow conditions. Sidewalks, plazas and other pedestrian areas should be designed for maximum solar exposure, with snow melt systems, or for efficient snow removal.~~

~~4.~~3. ~~Trash and recycling receptacles shall be provided and conveniently located in areas with heavy pedestrian use.~~

~~5. Ski and snowboard racks shall be provided in areas where there will be a need to temporarily store them. Racks should be located at areas adjacent to ski related facilities, public areas, transit stops, and destination locations.~~

~~6. For developments with multiple commercial or service tenants, include directional/directory maps on-site to orient and direct pedestrians.~~

~~7. Buildings should be sited to maximize views from public streets.~~

~~B.~~I. **~~Building Orientation and Entrances.~~**

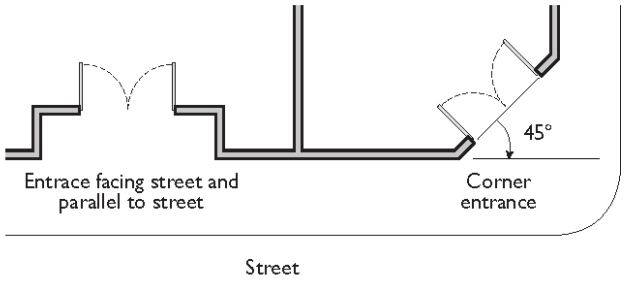
1. ~~Primary building entrances for all buildings shall be located facing a public street.~~

2. ~~Building entrances shall be emphasized with special architectural and landscape treatments, shall provide covered overhead protection in the form of recessed arcades or protruding canopies, and shall ensure protection from unloading roof snow.~~

3. ~~Entrances~~ ~~to commercial, tourist accommodation, and mixed-use~~ ~~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. Different treatments may include angled or rounded corners, arches, and other architectural elements. All building and dwelling units located in the interior of a site shall have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk.~~

4. ~~Entrances to residential units shall be physically separated from the entrance to the permitted commercial uses and clearly marked with a physical feature incorporated into the building or an appropriately scaled element applied to the façade.~~

**FIGURE C-2: BUILDING ORIENTATION AND ENTRANCES**




~~C.~~J. **Building Design and Articulation.** ~~Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance and materials and colors that reinforce the Regional's natural and mountain identity.~~

~~1.~~ ~~***Exterior Building Materials and Colors.***~~

~~a. A unified palette of quality materials shall be used on all sides of buildings.~~

~~b.~~a. ~~Colors shall be used to help delineate windows and other architectural features to increase architectural interest.~~

~~c.~~b. ~~A variety of natural and natural-appearing materials (e.g., wood siding, rock wainscoting, rough sawn timber, log timbers, natural stained lumber) should provide contrast on building facades. Stucco should be used sparingly and blended with the natural materials to provide interest and variety. Rough textured materials are preferred.~~

~~d.~~c. ~~Natural earth tone colors (e.g, browns, greens, dark tans) should be chosen to blend in with the setting and to minimize reflectivity. Bright colors should be used for accent only and should be applied to a maximum of 10 percent of the building façade. For all structures visible from the Scenic Threshold Travel Routes (i.e., US 50, SR 89, and Pioneer Trail) or designated Class I or II bike paths, colors shall be consistent with the Munsell Color palette set forth in the TRPA Approved Earth Tone Colors.~~

~~e. Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earth tone colors that minimize reflectivity. All mechanical equipment shall be screened and not visually evident.~~

2. ***Building Details.*** ~~Buildings shall provide adequate architectural articulation and detail to avoid a bulky and "box-like" appearance.~~

~~a. Building façades shall be articulated and include active facades, with building projections or recesses, doorways and windows, textured materials, differentiated piers and columns, awnings, and other details that provide architectural articulation and design interest while providing views into and out of the building .~~

b. Cornices, upper floor balconies, roof terraces, and other architectural elements should be used, as appropriate, to terminate rooflines and accentuate setbacks between stories.

c. All applied surface ornamentation or decorative detailing shall be consistent with the architectural style of the building.

d. Each side of the building that is visible from a public right-of-way shall be designed with a complementary level of detailing. Particular attention shall be given to the detailing within the pedestrian's range of touch and view, such as the use of special store-front detailing and façade ornamentation to reinforce the pedestrian character of the street.

3. ***Green Building***. New buildings and retrofits to existing buildings are long term investments and should feature quality design/materials, flexible design to deal with changing demands and be built green. The City encourages residential, commercial and industrial properties to consider incorporating green building measures. Property owners who participate in the City Green Building Incentive Program (See Appendix D) are eligible for the following incentives:

a. Projects will receive priority plan check by City Departments.

b. Residential projects will receive priority on the residential allocation waiting list.

c. Commercial projects area eligible for CFA allocations form the City's CFA pool.

d.a. Projects will receive recognition by the City Council.

D.K. **Pedestrian Orientation and Access.** On site pedestrian circulation and access must be provided according to the following standards.

1. ***Internal Connections.*** A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.

2. ***To Circulation Network.*** Regular connections between on site walkways and the public sidewalk shall be provided. An on site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.

3. ***To Neighbors.*** Direct and convenient access shall be provided from commercial and mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.

4. ***To Transit.*** Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.

5. ***Interior Pedestrian Walkway Design***.

a. Walkways shall have a minimum clear unobstructed width of six feet, shall be hard-surfaced, and paved with concrete, stone, tile, brick, pervious paving, or comparable material.

b. Where a required walkway crosses driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or similar method.

c. Where a required walkway is parallel and adjacent to an auto travel lane, it must be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or other physical barrier.

E.L. Bicycle Parking.

1. ***Short-Term Bicycle Parking.*** Short-term bicycle parking shall be provided in order to serve shoppers, customers, messengers, guests and other visitors to a site who generally stay for a short time.

a. *Parking Spaces Required.*

i. *Commercial Uses.* The number of short-term bicycle parking spaces shall be at a minimum 1 space per 200 feet of gross floor area. Decimals below .5 shall be rounded down, and above .5 rounded up. least 10 percent of the number of required automobile parking spaces, with a minimum of two spaces per establishment, for commercial, mixed-use, and multi-family structures.

a.ii. *Multifamily, multi person, and residential care uses.* The number of short-term bicycle parking spaces with four or more units shall be at a minimum one space per residential unit.

b. *Location.* Short-term bicycle parking must be located within 50 feet of a main entrance to the building it serves. Bicycle parking shall be visible from the street or from the main building entrance, from outdoor seating areas, or a sign must be posted at the main building entrance indicating the location of the parking area. Bicycle parking shall be located outside of the public right of way. except with an encroachment permit in the TSC-C and TSC-MUC districts, provided an unobstructed sidewalk clearance of six feet is maintained for pedestrians at all times.

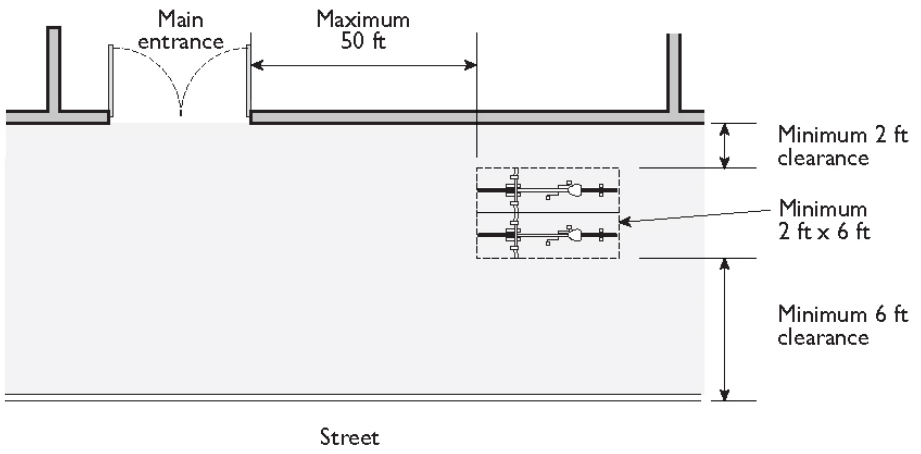
c. *Anchoring and Security.* For each short-term bicycle parking space required, a stationary, securely anchored object shall be provided to which a bicycle frame and one wheel can be secured with a high-security U-shaped shackle lock if both wheels are left on the bicycle. One such object may serve multiple bicycle parking spaces.

d. *Size and Accessibility.* Each short-term 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 between bicycle parking spaces and adjacent walls, poles,

landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

**FIGURE C-3**

**SHORT-TERM BICYCLE PARKING**




2. ***Long-Term Bicycle Parking.*** Long-term bicycle parking shall be provided in order to serve employees, residents, commuters, and others who generally stay at a site for four hours or longer.

a. *Parking Spaces Required.*

i. Multifamily, multi-person, and residential care usesResidential Uses. A minimum of one long-term bicycle parking space shall be provided for every five units for multi-unit residential and group residential projects.

ii. Parking Lots, Garages, and Parking Structures. Long-term bicycle parking shall be provided at a minimum of one per 15 vehicle parking spaces. At a minimum ratio of one space per 50 vehicle spaces.

ii.iii. Non-Residential Uses. A minimum of one long-term bicycle parking space shall be provided per 8 employees.

b. *Location.* Long-term bicycle parking 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.

c. *Covered Spaces.* At least 50 percent of required long-term bicycle parking must be covered. Covered parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.

d. *Security.* All long-term bicycle parking must be located in a secure area such as the following:

i. An enclosed bicycle locker;

ii. A fenced, covered, locked or guarded bicycle storage area;

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.

e. *Size and Accessibility.* 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 between bicycle parking spaces and adjacent walls, poles, landscaping, street furniture, drive aisles, and pedestrian ways and at least five feet from vehicle parking spaces.

F. **Snow Storage:** See SLCC Section 6.10.140.

G. **Landscape Design**: See SLCC Section 6.10.150.

H. **Exterior Lighting**: See SLCC Section 6.10.160.

I. **Water Conservation**: See SLCC Section 6.10.170.

J. **Street Right-of-Way Improvements**: The improvement of the public right-of-way is necessary for the safety and convenience of the residents, improving the quality of the community and the lake and unifying the appearance of the community with the establishment of a consistent set of improvement standards.

1. Standard: All new road construction projects or the repair of existing improvements within the publicly owned right-of-way shall comply with the City of South Lake Tahoe Public Improvement Engineering Standards.

2. Standard: Road fixtures, including but not limited to retaining walls, safety barriers, traffic signals and controllers, light standards, and other structures, shall be designed and installed in compliance with the with the City of South Lake Tahoe Public Improvement Engineering Standards.

3. Standard: Color of road fixtures (other than signals, their auxiliary equipment and sign standards). Refer to the City of South Lake Tahoe Public Improvement Engineering Standards for specific details.

4. Standard: Signal poles and their ancillary equipment and sign structures. Refer to the City of South Lake Tahoe Public Improvement Engineering Standards for specific details.

5. Standard: Retaining walls and other erosion control devices. Refer to the City of South Lake Tahoe Public Improvement Engineering Standards and Chapter 36, City Grading Ordinance, for specific details.

6. Standard: Street improvements required. Public and private projects shall be required to construct off-site improvements including curb,

gutter, sidewalk and other improvements required by the city engineering division, consistent with the standards contained within the City of South Lake Tahoe Public Improvement Engineering Standards, including street right-of-way improvements and landscaping standards, SLTCC 5-24, or at the discretion of the city engineer provide in-lieu fees when:

a. A project located in the TC-C, TC-G, and TC-MUC involves a vacant lot and/or is a demolition and reconstruction project, or redevelopment or remodel with construction valuation of 50% or more than the structure valuation construction. The following are applicable:

i. The project is processed as a special use permit and is determined by the city engineering division that the off-site improvements are necessary for the orderly development of the area; or

ii. A public project, not subject to the special use permit process, is determined by the city engineering department to need off-site improvements for the orderly development of the area. (Ord. 903; Ord. 1002)

k. **Scenic Highway Corridors**: See SLCC Section 6.10.190**.**

**Parking, Driving and Loading:** See SLCC Section 6.10.290 through 6.10.410

**Signage:** See SLCC Chapter 6.40.maximum sign area and standards established by the City Code, vehicle circulation areasShall be made of quality materials such as wood ….. 8vehicle

# APPENDIX D
## CSLT Green Building Program

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 and the Sustainability Coordinator 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 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.

~~**Level 1 – "Priority Plan Check"**~~

~~For residential projects, including new construction, additions and remodels, City staff has drafted a list of "Recommended Green Measures for Residential Projects." These measures are feasible to implement and do not require significant additional investment beyond the mandatory measures of building codes and the CalGreen Code. Additionally, they have a good "bang for the buck" and the City would like to encourage applicants to incorporate them into their residential projects.~~

~~Recommended Green Measures for Residential Projects~~

- ~~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 must 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 must 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.~~

~~Projects that incorporate these measures will be given priority for plan check, by all City Departments over projects that meet only mandatory requirements. An applicant will be required to submit the checklist along with supporting materials, and a signed testimony that the project complies with the measures with the building permit application. Compliance with the recommended green measures would be verified during the plan check and building inspections. A fine would be imposed on projects that, at the time of building occupancy, have not incorporated the green measures but received priority plan check. Funds from the fine would be placed in an account that would be used for City sustainability efforts.~~

~~**Level 2 – "Priority Plan Check and Recognition"**~~

~~As part of this program, it is important to utilize the nationally recognized green building certification systems so that the City's green building success is recognized beyond the City limits. Builders and building owners may also find this important in their marketing efforts. An article in the January 2010 issue of Fined Homebuilding magazine emphasized this point when stating that, "builders are looking to certification programs not only because they want to build better homes but also because they want to differentiate themselves from those who aren't building homes of similar quality." Certification provides proof that the home has been built to a widely recognized standard. The article goes on to state that, "certification becomes a powerful marketing tool for builders as well as homeowners who plan to sell their home one day."~~

~~Therefore, the second level of voluntary measures requires third party green building certification. Residential buildings that obtain LEED, Energy Star or GreenPoint Rated certification would be eligible for the following:~~

- ~~Projects would receive priority plan check, over all other projects, by all City Departments.~~
- ~~Projects would receive recognition at a televised City Council meeting and on the City Website.~~

~~Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security equal to $10,000 in order 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. If the project is not requesting residential allocation(s) they can still qualify for the other incentives and would need to provide a signed testimony and documentation demonstrating their intent to obtain green building certification with their building permit application and provide final certification prior to occupancy.~~

**COMMERCIAL PROJECT INCENTIVES**

Commercial projects that voluntarily achieve third-party certification would be eligible for the following: ~~There is only one level of incentives provided for Commercial projects, "Priority Plan Check, Allocation, and Recognition."~~

- 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. ~~Proof of final certification will be required prior to issuing a certificate of occupancy.~~ If certification is not obtained when occupancy is required, the applicant may post a security equal to $10,000 in order 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. ~~If the project is not requesting residential allocation(s) they can still qualify for the other incentives and would need to provide a signed testimony and documentation demonstrating their intent to obtain green building certification with their building permit application and provide final certification prior to occupancy.~~

~~Buildings that obtain LEED certification or an Energy Star Label would be eligible for the following:~~

- ~~Projects would receive priority plan check, over all other projects, by all City Departments.~~
- ~~Residential projects would have eligible for CFA allocation from the City's unallocated CFA Pool.~~
- ~~Projects would receive recognition at a televised City Council meeting and on the City Website.~~

~~When submitting a Design Review application for a new commercial project, applicants can include a request for Commercial Floor Area (CFA) form the City's unallocated CFA pool. Currently, these requests would require consideration by the City Planning Commission and eligible projects are required to meet the following criteria:~~

1. ~~Be within an adopted Community or Area Plan,~~
2. ~~Meet the criteria for CFA allocation required by the applicable Community or Area Plan,~~
3. ~~Meet all applicable design standards,~~
4. ~~Include the construction of improvements that will benefit the public and community which are more extensive than required by the applicable Community or Area Plan or City Code, and~~
5. ~~Provide an economic benefit to the community with enough significance to merit the allocation of the City's CFA resource.~~

~~This policy for allocation of CFA from the unallocated pool was adopted by the City Council on June 7, 2007. In order to provide CFA as an incentive for green building certification, the policy would be amended to include LEED or Energy Star green building certification as one of the criteria. As part of the Design Review application, the applicant would indicate which certification program they will pursue. Prior to issuing a building permit, documentation that demonstrates pursuit of the certification is required (application for Designed to Earn the Energy Star, or LEED Project Registration). Proof of final certification will be required prior to issuing a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security in order to obtain occupancy of 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 a City fund to be used for City sustainability efforts. If the project is not requesting commercial floor area they can still qualify for the other incentives.~~

**~~GREEN BUILDING CERTIFICATION CRITERIA~~**

~~Green building certification is required to obtain residential level 2 incentives or commercial incentives. Certification programs that have been found to be nationally recognized and achieve green building goals of the City are the LEED, GreenPoint Rated, and Energy Star programs.~~

~~Other green building certification programs are gaining recognition and there will likely be new ones in the future. In order to accommodate this trend, there would be an application process for other green~~

~~building certification programs to be added to the list of LEED, GreenPoint Rated and Energy Star programs that qualify for the level 2 residential incentives and commercial incentives. The application would be considered by the Planning Commission with a recommendation from the Sustainability Commission.~~

**EDUCATION AND OUTREACH**

It is important that knowledge of green building within the community in general be increased. Knowledge of green building and its benefits can reduce utility bills, increase the quality of construction, increase indoor quality, and increase comfort of buildings. The City has identified, and for the most part implemented, the following education and outreach strategies:

- City publication of Residential and Commercial Green Building Guides – Summer 2010
- Hold a workshop on the CalGreen Code mandatory requirements – Fall 2010
- Prepare a list of green building materials and products for local building and hardware stores and encourage them to carry them in their inventories – Fall 2010
- Establish Green Building Information Center at the Services Center building to provide clearinghouse information on Green Building – Continuous Effort
- South Lake Tahoe Green Building Website with information on green building certification programs and local architects, engineers, contractors, etc. with Green Building credentials or experience – Winter 2010
- Advertising at the Services Center for Green Building education and events put on by other organizations

CITY OF SOUTH LAKE TAHOE

# NOTICE OF AVAILABILITY /NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE TAHOE VALLEY AREA PLAN AMENDMENTS

The City of South Lake Tahoe (City) is seeking public comments on a proposed amendment to the Tahoe Valley Area Plan (TVAP). The City of South Lake Tahoe proposes numerous amendments to the TVAP, specifically:

- Expand the Area Plan boundary to incorporate a new Emerald Bay Connection Corridor District (17.5 acres) to the south of the current boundary, and add parcels fronting Melba Drive and parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave to the Town Center (11.5 acres). See attached map.
- Update various area plan sections: land use, community design and housing; revitalization and economic development; development/design standards; and incorporate general changes throughout to improve consistency with state laws and other existing plans.

The amended plan will serve as a mutual plan for the City of South Lake Tahoe and TRPA by providing direction for how the applicable area shall be regulated to achieve regional environmental and land use objectives. The development standards and the specific policies referenced in the amendments are the land use standards intended to administer and regulate development within the 374 acre boundary of the TVAP.

The City has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed amendment in compliance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), the CEQA Guidelines. The IS/MND is being circulated for public review and comment pursuant to Section 15073 (a) of the CEQA Guidelines. The 30-day comment period begins on March 27, 2024, and ends on April 26, 2024. Comments should be submitted by email to jhitchcock@cityofslt.us or by mail to:

Anna Kashuba, Senior Plannner
City of South Lake Tahoe Planning Division
1052 Tata Lane
South Lake Tahoe, CA 96150

The City of South Lake Tahoe Planning Commission will hold a public hearing on the proposed amendments at their regularly scheduled meeting on May 16, 2024, at 3:00 p.m. The Planning Commission agenda packet for this item will be available three days prior to the hearing at www.cityofslt.us/114/Planning-Commission. The hearing will be held in the City Council Chambers at 1901 Lisa Maloff Way, South Lake Tahoe, CA.

The IS/MND and a track changes version of the proposed TVAP Area Plan amendments may be viewed and downloaded at the Planning Division web page: https://www.cityofslt.us/1108/Current-Projects. If you require additional information, please contact Anna Kashuba at (530) 542-7405. A hard copy of the IS/MND is also available for public review at 1052 Tata Lane, South Lake Tahoe, California.

Written public comments received 72 hours prior to the meeting will be distributed to the Planning Commission. Any writings or documents provided to a majority of the Planning Commission regarding any open session item will be made available for public inspection within the Agenda posted on the City's Website.

Every reasonable effort will be made to accommodate any person needing special assistance to participate in Planning Commission meetings. Contact the City Clerk at (530) 542-6005 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].

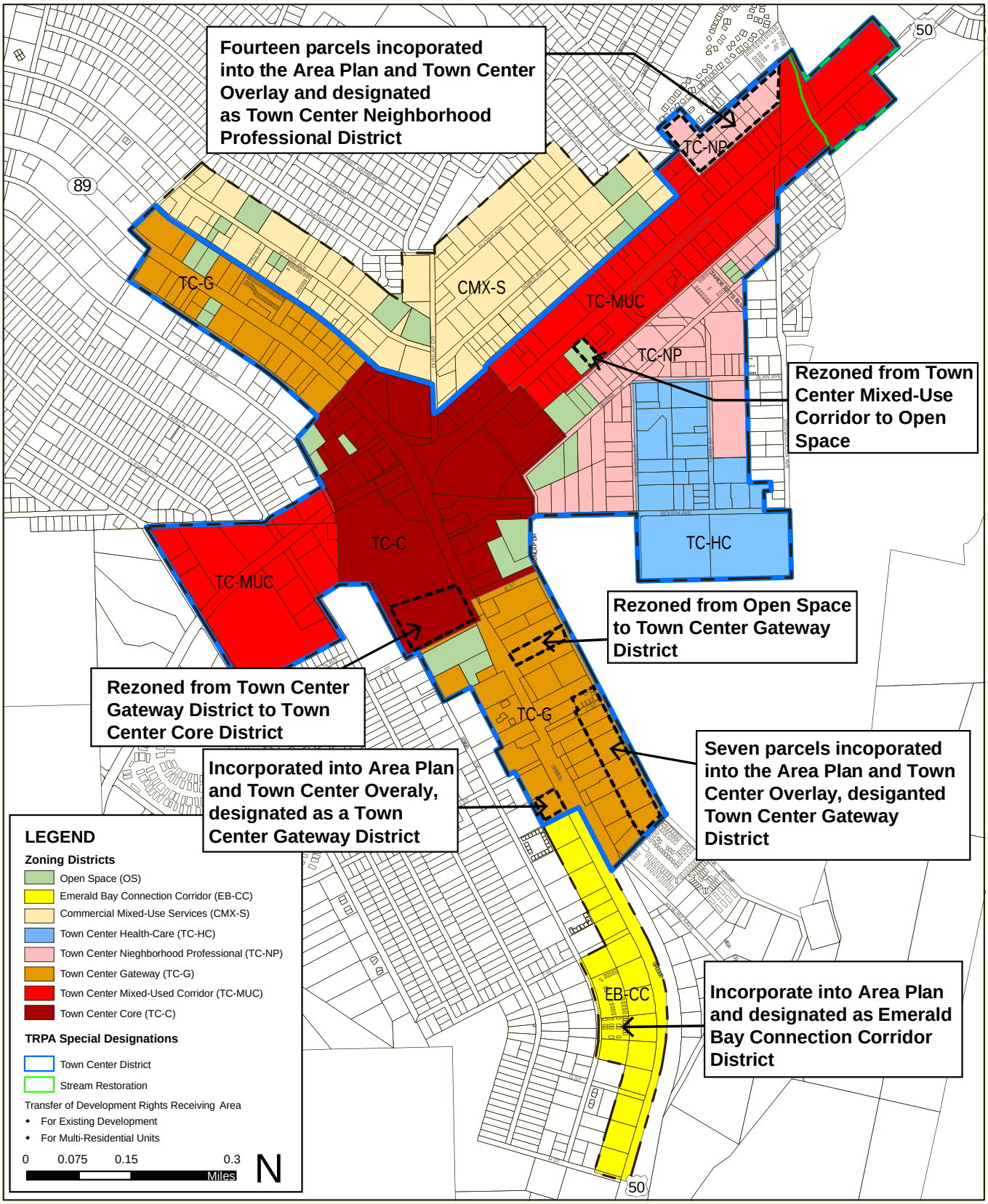



Figure 3

Tahoe Valley Area Plan: Zoning Changes and Areas of Expansion

February 2024

Print Form

# Notice of Determination

**Appendix D**

**To:**

☐ Office of Planning and Research

*U.S. Mail:* P.O. Box 3044, Sacramento, CA 95812-3044

*Street Address:* 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: El Dorado
Address: 360 Fair Lane
Placerville, CA 95667

**From:**

Public Agency: City of South Lake Tahoe
Address: 1052 Tata Lane
South Lake Tahoe, CA 96150
Contact: Anna Kashuba, Senior Planner
Phone: 530-524-7405

Lead Agency (if different from above):

Address:

Contact:
Phone:

***SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.***

State Clearinghouse Number (if submitted to State Clearinghouse): #2024031020

Project Title: Tahoe Valley Area/Specific Plan Amendments

Project Applicant: ity of South Lake Tahoe

Project Location (include county): City of South Lake Tahoe, El Dorado County

Project Description:

See attached.

This is to advise that the City of South Lake Tahoe has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on June 18, 2024 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☐ was ☒ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
1052 Tata Lane, South Lake Tahoe, CA 96150

Signature (Public Agency): _____ Title: Senior Planner

Date: June 18, 2024 Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code. Revised 2011

# 2.0 PROJECT DESCRIPTION

## 2.1 AREA PLAN UPDATES OVERVIEW

The proposed project is an update to the Tahoe Valley Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The updated Tahoe Valley Area Plan includes the following changes to the plan boundary and zoning:

- Incorporate 19 parcels fronting US Highway 50 on the west side of the centerline from the existing southern boundary line south to H Street, including four APNs (032-161-012, 032-161-013, 032-161-009, and 032-161-008) located west of the fronting parcels and south of F Street. The addition of these former Plan Area 114 Special Area #1 parcels (totaling 17.5 acres) within the newly created Emerald Bay Connection Corridor (EB-CC) District is intended to increase opportunity for residential development and include potential sites for a future transit center. Permissible uses are consistent with the previous PAS of this area; however, as part of the area plan these parcels are allowed greater density, making future housing development more feasible. In addition, several low intensity commercial uses are added to support the development of a transit center, encouraging an active streetscape and providing interest for individuals when going to and from the Town Center Gateway and Core Districts.

- Incorporate one parcel west of US Highway 50 at the southern plan boundary and seven parcels fronting Melba Drive to the existing Town Center Gateway (TC-G) District so that the Area Plan is contained in this corner by the intersection of E Street and Melba Drive. The addition of these former Plan Area 114 Special Area #1 parcels (totaling 6.2 acres) is a benefit because of their high redevelopment potential, which may be incentivized by the benefits of being in an area plan Town Center.

- Incorporate 15 parcels east of Tahoe Keys Blvd between Eloise Ave and James Ave including one APN (023-221-020) north of Eloise Ave to the existing Town Center Neighborhood Professional (TC-NP) District (previously located within Plan Area 111 Special Area #2). These parcels (totaling 5.3 acres) were previously part of a PAS special area recognizing the legal, but nonconforming nature of the subject parcels. With the incorporation of these parcels into the Area Plan, various existing land uses (e.g., realty offices, professional offices) will become conforming, while giving the existing multi-family residential properties is this area the opportunity to be redeveloped at higher densities within a Town Center.

- Rezone two open space parcels. The first APN (032-191-004), recently identified as asset land between US Highway 50 and Melba Drive, would be rezoned from open space to Town Center Gateway (TC-G). A second APN (023-241-022) recently acquired by the California Tahoe Conservancy at the southwest corner of US Highway 50 and 4$^{th}$ Street would be rezoned from Town Center Mixed-Use Corridor (TC-MUC) to open space.

- Move one APN (023-081-011) from Town Center Gateway (TC-G) to Tourist Center Core (TC-C) south of the Raley's shopping center. This parcel was previously the location of the Barton Ranch House and has a high redevelopment potential for creating public gathering places with a high density multi-family residential component.

The Area Plan includes changes necessary to opt in to the TRPA Phase 2 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 C.

In addition to the changes to area plan boundaries and zoning districts described above, changes are proposed to various area plan sections: land use, community design and housing; revitalization and economic development; development/design standards; and general changes to improve consistency with state laws and other existing plans. These amendments are summarized below – the detailed list of the proposed amendments are documented using track changes (strike out and underline) in the Area Plan chapters and Appendices on the City's website (https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates).

Residential Density – increase multi-family dwelling density to 65 units per acre in the Town Center Core, Town Center Mixed-Use Corridor, and Town Center Gateway Districts, and to 65 units in the Commercial Mixed-Use Services District but only as part of a mixed-use project. Set a minimum multi-family dwelling density of 12 units per acre in each District, though certain mixed-use projects may be exempt from the minimum density in the CMX-S District. 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 the Town Center and Tourist Center land use designations and up to 25 residential units per acre in the High Density Residential land use designation. General Plan Land Use Diagram LU-1 must also be amended to maintain consistency with changes to TVAP Zoning District boundaries. These amendments include: 1) replacing High Density Residential with Town Center for the Gateway District expansion at the south end of the Area Plan and the Neighborhood Professional District expansion at the north end of the Area Plan; 2) replacing Low Density Residential with High Density Residential for the proposed Emerald Bay Connection Corridor District at the southern end of the Area Plan; and 3) replacing Neighborhood Center with Town Center to recognize those parcels locations within the existing Town Center Mixed-Use Corridor Zoning District.
Retention of Housing – each existing residential unit of use located within the area plan that is proposed for demolition must be rebuilt on the same parcel or elsewhere within the area plan boundary. In addition, the replacement unit must be equivalent in size and number of bedrooms, and will be prohibited from obtaining a vacation home rental permit. Further, new condominiums built after adoption of the amendments shall be prohibited from obtaining a vacation home rental permit.

Consistency with California state law – design standards have been updated to clarify accessory dwelling unit (ADU) applicability. Multi-person dwellings, nursing and personal care uses, and residential care uses have been expanded and are now allowed in all area plan Districts where multi-family dwellings are allowed (except CMX-S where multi-family dwellings are only allowed as part of a mixed-use project).

Residential Design Standards – Area Plan Appendix C has been updated to allow 100 percent residential projects in the Healthcare and Neighborhood Professional Districts to utilize standards in City Code 6.85 (Residential Development and Design Standards), adopted in compliance with California SB 35 and SB 330, rather than existing area plan standards that were adopted with commercial and mixed-use projects in mind.

Permissible Uses – Employee housing has been eliminated from the land use matrix as a stand alone category. Employee housing shall be classified as single family, multiple family, or multiple person dwellings based on the design and organization of accommodations.

The public owned assembly and entertainment use has been removed and is now included with local public assembly facilities. The amusement and recreation and privately owned assembly and entertainment uses have been consolidated under amusement, recreation, and entertainment facilities. The general retail and personal service use definition has been expanded to explicitly include health and athletic clubs;

gymnasiums; day spas that perform massages, manicures, etc.; and funeral parlors and related services. Tree farms, which were erroneously left out of the use matrix at the time of the area plan's initial adoption, has been added.

Commercial Floor Area and Outdoor Dining - To reduce barriers associated with establishing outdoor dining, 20 outdoor dining seats will be allowed by right for eating and drinking uses, without the need to obtain additional commercial floor area (CFA). The 20 seats of outdoor dining was 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 amendment to allow outdoor dining up to 20 seats. Outdoor dining and seating create more active streetscapes and do not have the same impacts as indoor seating due to their seasonal nature.

Advertising for Accessory Uses - accessory uses may advertise separately from the primary use; however, they are still subject to the signage area allowed per SLTCC Chapter 6.40.

Commercial Design Standards - Building articulation and modulation standards were previously included for commercial projects, but were unclear and subjective. Objective design standards have been added to Appendix C for new construction and major façade improvements. These standards draw heavily from the South Lake Tahoe Design Guidelines (2016), which are now included in the TVAP as Appendix B.

The roof height requirement and building height limitation applicable to the maximum number of stories has been eliminated, and the minimum roof pitch reduced from 5:12 to 3:12. Exceptions to the corner build area standard have been added for parcels where SEZ or other natural features are present and should be retained. Exceptions have been added for additional height when required for public safety and transportation uses, as well as flexibility in building placement and orientation.

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 Resource Code Section 21064.3, in anticipation of improved transit services, parking standards have been adjusted to be in alignment with the intention of this state law. The update includes an automatic but optional 25 percent reduction in parking when the project site in within a half mile of a transit stop. Parking may be further reduced when the project includes contributions to alternative transportation. While most businesses wish to reduce onsite parking, some require additional parking due to seasonal demands and popularity. The plan offers flexibility for an applicant to provide a parking demand analysis, for review and approval by the Planning Commission, to build more parking than otherwise allowed. Bicycle parking has been adjusted so that it is no longer based on the number of automobile spaces.

General Code Corrections and Consistency Improvements - General improvements include correcting City Code and TRPA Code references, incorporating amendments implemented by TRPA through Ordinance 2021-01, and referencing new TRPA policies that support the proposed amendments. TRPA Code of Ordinances 31.4.6 will be referenced to ensure that legal, non-conforming tourist and residential densities can be maintained and managed pursuant to that section. The TVAP includes the TRPA interpretation that commercial and residential/tourist mixed-use projects are allowed to use the full parcel area in determining density, regardless of the amount of commercial floor area on the parcel. Commercial floor area shall also be the maximum allowable in that district.

Right of Way Improvements and Complete Streets Consistency - Transportation and Circulation Policies have been amended to reflect current areas of focus, and align with and progress the City's Complete Streets Program. Recent mobility improvement concepts from TRPA's Active Transportation Plan and Lake Tahoe

Unified School District's Safe Routes to School Master Plan have been incorporated. Implementation efforts have been updated to account for completed projects, and identify new areas of support, such as implementation of TRPA's SR 89 Recreation Corridor Management Plan.

**Table 2** provides an overview of the plan, maps, and ordinances that are relevant to the Tahoe Valley Area Plan, a synopsis of the proposed changes, and a brief description of those changes.

**Table 2**
**Elements of the Tahoe Valley Area Plan**

| Tahoe Valley Area Plan Element/ Section | Proposed Change from Existing Plans, Maps, and Ordinances | Summary Description |
|---|---|---|
| Land Use, and Land Use Map | Update maps to include newly incorporated parcels in existing Town Center Zoning Districts.<br><br>Add the Emerald Bay Connection Corridor District (EB-CC).<br><br>Expand on existing policy. | ▪ Elaborate Policy LU-2.1 to encourage mixed-use projects in the Town Center – Core District.<br>▪ Establish a vision for the newly formed Emerald Bay Connection Corridor District |
| Existing Conditions | Modified to reflect changes since area plan initial adoption.<br><br>Updated maps. | ▪ Existing land use table modified to reflect plan area expansion.<br>▪ The Airport Land Use Compatibility Plan section was updated to reflect the Airport Land Use Compatibility Plan which replaced the Comprehensive Land Use Plan.<br>▪ Updated Total Daily Maximum Load standards and compliance. |

| | | |
|---|---|---|
| Zoning Map Amendment (Zoning map) | Change zoning for newly incorporated parcels. | ▪ One (1) parcel from the TC-G (Town Center Gateway) rezoned as TC-C (Town Center Core).<br>▪ Eight (8) parcels from PAS 114, Special Area #1 rezoned as TC-G.<br>▪ Fifteen (15) parcels from PAS 111, Special Area #2 rezoned as TC-NP (Town Center Neighborhood Professional).<br>▪ Nineteen (19) parcels from PAS 114 and PAS 114, Special Area #2 included as Emerald Bay Connection Corridor District.<br>o The Emerald Bay Connection Corridor District was created to allow for high-density residential development adjacent to the town center as well as to provide potential sites for a transit center. This is a transitional area of mixed uses limited to those compatible with scenic restoration, the intensity of Highway 50/89, and the background residential areas. Permissible uses are drawn from to those allowed in the adjacent Bonanza Plan Area Statement (114), in which these parcels were previously included. These uses consist of residential, tourist accommodation, neighborhood compatible commercial uses, and public service. |
| Land Use and Community Design | Modification to existing policy | ▪ Modified Policy LU-8.1 to acknowledge the increase of residential uses in the Commercial Mixed-Use Service District. Recognize the need to maintain industrial services in a manner that is compatible with residential uses. |
| Economic Development | Include new economic development policies and modification of existing policies. | ▪ Create consistency between Policy ED-1.3 and Resolution 2023-051 regarding commercial floor area incentives.<br>▪ Addition of Policy ED-1.6 to clarify when Commercial Floor Area (CFA) is needed.<br>▪ Addition of Policy ED-1.7 indicating the City's intent to pursue a special event designation for the Tahoe Valley.<br>▪ Modify Policy ED-3.1 to encourage neighborhood compatible industrial uses. |
| Housing | Modify and add to policies. | ▪ Modify Policy H-1.2 to reflect current City housing incentives and include density bonuses per AB 682.<br>▪ Addition of Goal H-2 and associated policies (H-2.1 and H-2.2) to maintain long term housing. |
| Transportation and Circulation | Modifications to existing policies and addition of new policies regarding reduced parking strategies.<br><br>Updates to Transportation and Circulation Strategies table to indicate progress and completion. | ▪ Update Policy T-2.5 to allow projects to offset parking demand through additional parking management, contributions to shared parking facilities, public transportation and/or right of way improvements.<br>▪ Addition of Policy T-2.6 establishing reduced parking requirements for affordable housing projects that are not exempt from parking requirements by state law.<br>▪ Addition of Policies T-2.7 and T-2.8 to explore a parking benefit district and parking hub.<br>▪ Various other policy modifications to reflect evolved goals of pedestrian and bicycle circulation.<br>▪ Completed implementation strategies have been moved to a new table with completion dates. Strategies in progress have |

| | | |
|---|---|---|
| | | been updated to reflect current stages based on City or other agency action. |
| Natural and Cultural Resources | Updates to reflect completed and progressed scenic quality improvements, stream zone restoration, and water quality improvement strategies. | ▪ Completed implementation strategies have been moved to a new table with completion dates. |
| Incentive and Mitigation Programs | Update CFA allocation, Tourist Accommodation Bonus Units, and Residential Bonus Units sections to remove outdated numbers.<br><br>Include Accessory Dwelling Unit and Multi-family development right incentives. | ▪ The count of CFA, Tourist Accommodation Bonus Units, and Residential Bonus Units was removed to avoid having outdated numbers in the Area Plan.<br>▪ Secondary units have been replaced with accessory dwelling units.<br>▪ The City incentive of RUUs at no cost for ADUs and multi-family developments has been included.<br>▪ The Change in Use section was removed as it is no longer contained in the South Lake Tahoe City Code or TRPA Code of Ordinances.<br>▪ The Conversion of Use section was updated to reflect the current Chapter 51 of TRPA Code of Ordinances. |
| Appendix B, | Replaced with Commercial Design Guidelines | ▪ TRPA height findings were removed from this appendix. The findings are applicable through reference to TRPA Code of Ordinances.<br>▪ The South Lake Tahoe Commercial Design Guidelines have been included as Appendix B to provide visual representations of the intent of design standards in Appendix C. |
| Appendix C, Development and Design Standards | Modify existing use matrix for clarity and consistency.<br><br>Modification of existing standards for clarity. | ▪ Permissible use matrix and definitions have been modified for consistency and simplification.<br>▪ All items previously included in the Substitute Design Standards have been relocated to the main standards section. |
| Appendix D, CSLT Green Building Program | Include more recent sustainable building certification programs. | ▪ Additional green building certifications are being added to the Green Building Program to make projects eligible for development incentives. Development incentives are no longer tiered and shall be based on the discretion of the decision-making authority. |

As part of the Tahoe Valley Area Plan, the City of South Lake Tahoe will maintain compliance with all mitigation measures from the Regional Plan Update EIS certified by the TRPA Governing Board on December 12, 2012. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, adopted on December 12, 2012, and effective on February 9, 2013.

Also part of the Tahoe Valley Area Plan is the City of South Lake Tahoe's continued compliance with all mitigation measures from the General Plan EIR certified by the City on May 17, 2011.

The following is a description of proposed updates to land use zoning districts identified in **Figure 3.**

Town Center Core District

This district is the heart of the Tahoe Valley area and intended to become a place of public gathering and retail activity meeting the needs of both area residents and tourists. This district allows for mixed-use projects with a focus on ground-level active storefronts and pedestrian- and transit-oriented development that encourages pedestrian activity and supports multi-modal transportation. Allowable uses include tourist accommodation, retail, commercial, entertainment, and office uses, as well as mixed-use residential development.

**Table 3** summarizes changes to development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 3**
**Development Standards for the Town Center Core District**

| Development Standard | | Existing Core | Proposed Core |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | 65 persons/acre, no minimum |
| | Nursing and Personal Care | Not permitted | 65 persons/acre, no minimum |
| | Residential Care | Not permitted | 65 persons/acre, no minimum |
| | Single Family Dwelling | Condos only | Condos only. 12-65 units/acre |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Nursing and Personal Care | Not permitted | Allowed by right |
| | Residential Care | Not permitted | Allowed by right |
| | Multi-Person Dwelling | Not permitted | Allowed by right |
| | Nursery | Not permitted | Requires special use permit |
| | Membership Organization | Not permitted | Allowed by right |
| | Religious Assembly | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (A)<br>Public Owned Assembly & Entertainment (A) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Small Scale Manufacturing | Requires a special use permit. | Allowed by right |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (A) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | The height of the sloped roof must be a minimum 40% of the height of the building | This standard was removed. |
| | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |

Town Center Gateway District

The Gateway District, which includes properties surrounding the "Y" intersection and properties along Lake Tahoe Boulevard and Emerald Bay Road, is a key arrival area for travelers to South Lake Tahoe. This district is intended to create an attractive mixed-use commercial corridor that provides a welcoming gateway to South Lake Tahoe. The physical form varies to reflect the commercial mixed-use character of

the gateway corridor and to transition from surrounding, lower-density districts to the Town Center Core. Allowable uses include tourist accommodation, retail, commercial, recreation, office uses, as well as mixed-use residential development. **Table 4** summarizes development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 4**
**Development Standards for the Town Center Gateway District**

| Development Standard | | PAS 114 Special Area #1 | Existing Gateway | Proposed Gateway |
|---|---|---|---|---|
| Density | Multiple Family Dwelling | 15 units/acre | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | Not permitted | 65 persons/acre, no minimum |
| | Nursing and Personal Care | 25 persons/acre | Not permitted | 65 persons/acre, no minimum |
| | Residential Care | 25 persons/acre | Not permitted | 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | Condos only | Condos only, 12-65 units/acre |
| | Employee Housing | Not permitted | Not permitted | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Multi-Person Dwelling | Allowed by right | Not permitted | Allowed by right |
| | Nursing and Personal Care | Allowed by right | Not permitted | Allowed by right |
| | Residential Care | Allowed by right | Not permitted | Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (Not permitted)<br>Privately Owned Assembly & Entertainment (Not permitted)<br>Public Owned Assembly & Entertainment (S) | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (S)<br>Public Owned Assembly & Entertainment (A) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (Not permitted) | Local Assembly & Entertainment (A) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Religious Assembly | Not permitted | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | No applicable | The height of the sloped roof must be a minimum 40% of the height of the building | This standard was removed |
| | Roof Slope | TRPA Code Chapter 37.3.4 | 5:12 to 12:12 | 3:12 to 12:12 |

Town Center Mixed-Use Corridor

This district is intended to facilitate the transformation of the eastern and western portions of Lake Tahoe Boulevard into a multi-modal, mixed-use corridor. Allowable uses include a rich mixture of retail, service, public facility, recreation, entertainment, and housing organized in a compact development pattern, creating an aesthetically-pleasing and safe environment for pedestrians, cyclists, and automobile drivers. **Table 5** summarizes development standards that apply to this district (refer to Appendix C of the Tahoe Valley Area Plan for more detail):

**Table 5**
**Development Standards for the Town Center Mixed-Use Corridor District**

| Development Standard | | Existing TC-MUC | Proposed TC-MUC |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | 65 persons/acre, no minimum |
| | Nursing and Personal Care | Not permitted | 65 persons/acre, no minimum |
| | Residential Care | Not permitted | 65 persons/acre, no minimum |
| | Single Family Dwelling | Condos only | Condos only, 12 – 65 units/acre |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Multi-Person Dwelling | Not permitted | Allowed by right |
| | Nursing and Personal Care | Not permitted | Allowed by right |
| | Residential Care | Not permitted | Allowed by right |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (S)<br>Public Owned Assembly & Entertainment (A) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Local Public Assembly Facilities | Local Assembly & Entertainment (A) | New use category, previously Local Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Auto Repair and Service | Not permitted | Requires special use permit |
| | Religious Assembly | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously |
| | Small Scale Manufacturing | Requires a special use permit. | Allowed by right. Previously required a special use permit. |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | The height of the sloped roof must be a minimum 40% of the height of the building | This standard was removed. |

Town Center Neighborhood Professional

This district is intended to allow a variety of residential and non-residential uses to encourage a greater mix and intensity of uses in a pedestrian and bikeable environment at a scale and form that is appropriate to its neighborhood context and adjacent residential uses. Allowable uses include commercial, public service, healthcare, and office uses, social services, neighborhood parks, as well as all types of residential development. **Table 6** summarizes development standards that apply to this district (refer to Appendix C of the Tahoe Valley Area Plan for more detail):

**Table 6**
**Development Standards for the Town Center Neighborhood Professional District**

| Development Standard | | PAS 111 Special Area #2 | Existing TC-NP | Proposed TC-NP |
|---|---|---|---|---|
| Density | Multiple Family Dwelling | 8 units/acre | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | Not permitted | 25 persons/acre | 65 persons/acre, no minimum |
| | Nursing and Personal Care | 25 persons/acre | 25 persons/acre | 65 persons/acre, no minimum |
| | Residential Care | 25 persons/acre | 25 persons/acre | 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | 2 units per parcel, provide one is an authorized secondary residence | 1 unit per parcel, excluding ADUs |
| | Employee Housing | Not permitted | As per the limitations set forth for the multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | General Retail and Personal Service | Not permitted | Not permitted | Allowed by right |
| | Nursery | Requires a special use permit | Not permitted | Allowed by right |
| | Religious Assembly | Not permitted | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously. |
| Height and Roof Standards | Roof Height | Not applicable | Not applicable | Not applicable |
| | Roof Slope | TRPA Code Chapter 37.3.4 | 5:12 to 12:12 | 3:12 to 12:12 |

Town Center Healthcare District

The Healthcare District contains the area within the immediate vicinity of Barton Hospital, north and south of South Avenue and between Third Street and Winnemucca Avenue. Despite the upcoming relocation of Barton Hospital out of this district, it is intended to remain a core area for healthcare services and shall be expanded to include a broader range of commercial services related to and independent from healthcare. **Table 7** summarizes development standards that apply to this district (refer to Appendix C of the Tahoe Valley Area Plan for more detail):

**Table 7**
**Development Standards for the Town Center Health-Care District**

| Development Standard | | Existing TC-HC | Proposed TC-HC |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre |
| | Multi-Person Dwelling | 25 persons/acre | 65 persons/acre, no minimum |
| | Nursing and Personal Care | 25 persons/acre | 65 persons/acre, no minimum |
| | Residential Care | 25 persons/acre | 65 persons/acre, no minimum |
| | Single Family Dwelling | 1 unit per parcel | 1 unit per parcel, excluding ADUs |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Single Family Dwelling (includes condominiums) | Requires a special use permit | Allowed by right |
| | General Retail and Personal Service | Not permitted | Allowed by right |
| | Nursery | Not permitted | Allowed by right |
| | Animal Services | Not permitted | Allowed by right |
| | Professional Offices | Not permitted | Allowed by right |
| | Business Support Services | Not permitted | Allowed by right |
| | Local Public Assembly Facilities | Not permitted | Requires a special use permit |
| | Membership Organizations | Not permitted | Allowed by right |
| | Religious assembly | Allowed by right | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Schools - College | Not permitted | Requires a special use permit |
| | Schools – Kindergarten through Secondary | Not permitted | Requires a special use permit |
| | Threshold Related Research Facilities | Not permitted | Allowed by right |
| | Cultural Facilities | Requires a special use permit | Allowed by right |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously |
| | Small Scale Manufacturing | Not permitted | Requires a special use permit. |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | Not applicable | Not applicable |

## Commercial Mixed-Use Service District

This district is intended to provide for a mix of small- and medium-scale commercial, support services, and light industrial uses to meet local and regional demand. **Table 8** summarizes development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 8**
**Development Standards for the Commercial Mixed-Use Services District**

| Development Standard | | Existing CMX-S | Proposed CMX-S |
|---|---|---|---|
| Density | Multiple Family Dwelling | 25 units/acre | 12-65 units/acre, allowed only as part of a mixed-use project. Certain mixed-use projects may be exempt from the minimum density standard. |
| | Multi-Person Dwelling | Not permitted | 255 persons/acre, allowed only as part of a mixed-use project. No minimum |
| | | | |
| | | | |
| | Single Family Dwelling | 1 unit per parcel | 1 unit per parcel, allowed only as part of a mixed-use project. |
| | Employee Housing | As per the limitations set forth for multi-family residential uses above | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Multi-Family Dwelling | Requires a special use permit | Allowed by right as part of mixed-use project |
| | Multi-Person Dwelling | Requires a special use permit | Allowed by right as part of mixed-use project |
| | Single Family Dwellings (includes condos) | Requires a special use permit | Allowed by right as part of mixed-use project |
| | Amusement, Recreation, & Entertainment Facilities | Amusement & Recreation (A)<br>Privately Owned Assembly & Entertainment (Not permitted)<br>Public Owned Assembly & Entertainment (Not permitted) | New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment<br><br>Allowed by right. Facilities with capacity for 200 persons or more require a special use permit. |
| | Religious Assembly | Requires special use permit | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Range Management | Not permitted | Allowed by right. This use was erroneously left out of the use matrix previously |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | Not applicable | Not applicable |

Emerald Bay Connection Corridor District

The Emerald Bay Connection Corridor District is proposed to allow for higher-density residential development adjacent to the town center. This is a transitional area of mixed uses limited to those compatible with scenic restoration, the intensity of Highway 50/89, and the background residential areas. The City sees within this district a potential opportunity for a transit center close to high density development and along a major travel way. Permissible uses are drawn from those allowed in the adjacent Bonanza Plan Area Statement (114), in which these parcels were previously included. Permissible uses include residential, tourist accommodation, neighborhood compatible commercial uses, and public service and are listed below. Developments within this district shall meet all applicable standards of the TVAP. **Table 9** summarizes development standards that apply to this district (refer to Appendix C of the draft Tahoe Valley Area Plan for more detail):

**Table 9**
**Development Standards for the Emerald Bay Connection Corridor District**

| Development Standard | | PAS 114 Special Area #1 | Proposed EB-CC |
|---|---|---|---|
| Density | Mobile Home Dwelling | 8 units/acre, special use permit required | 8 units/acre, requires a special use permit |
| | Multiple Family Dwelling | 15 units/acre, allowed by right | 12-25 units/acre, allowed by right |
| | Multi-Person Dwelling | Not permitted | 25 persons/acre, allowed by right |
| | Nursing and Personal Care | 25 persons/acre, allowed by right | 25 persons/acre, allowed by right |
| | Residential Care | 25 persons/acre, allowed by right | 25 persons/acre, allowed by right |
| | Single Family Dwelling | 1 unit per parcel | Condominiums only, allowed by right. See multi-family density. |
| | Bed & Breakfast Facilities | 10 units/acre, special use permit required | 10 units/acre, requires a special use permit |
| | Hotel, Motel, and Other Transient Dwelling Units | 40 units/acre, special use permit required | 40 units/acre, requires a special use permit |
| | Employee Housing | Not permitted | Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings |
| Uses | Eating and Drinking | Not permitted | Requires a special use permit |
| | General Retail and Personal Service | Not permitted | Requires a special use permit |
| | Nursery | Requires a special use permit | Requires a special use permit |
| | Professional Offices | Requires a special use permit | Requires a special use permit |
| | Schools – Business & Vocational | Requires a special use permit | Requires a special use permit |
| | Parking Lots | Not permitted | Requires a special use permit |
| | Cultural Facilities | Requires a special use permit | Allowed by right |
| | Daycare Centers/Preschool | Requires a special use permit | Requires a special use permit |
| | Government Offices | Requires a special use permit | Requires a special use permit |
| | Local Public Assembly Facilities | Requires a special use permit | Requires a special use permit |
| | Local Public Health and Safety Facilities | Requires a special use permit | Allowed by right |
| | Membership Organizations | Requires a special use permit | Allowed by right |
| | Religious Assembly (churches) | Requires a special use permit | This category has been eliminated and is now included in the definition of Membership Organization, which is allowed by right. |
| | Social Service Organization | Requires a special use permit | Requires a special use permit |
| | Pipelines & Power Transmission | Requires a special use permit | Requires a special use permit |
| | Transit Stations & Terminals | Requires a special use permit | Requires a special use permit |
| | Transmission & Receiving Facilities | Requires a special use permit | Requires a special use permit |
| | Transportation Routes | Requires a special use permit | Allowed by right |
| | Day Use Areas | Allowed by right | Allowed by right |

| | | | |
|---|---|---|---|
| | Outdoor Recreation Concessions | Not permitted | Requires a special use permit |
| | Participant Sport Facilities | Requires a special use permit | Requires a special use permit |
| | Riding and Hiking Trails | Allowed by right | Allowed by right |
| | Visitor Information Centers | Not permitted | Requires a special use permit |
| | Forest and Timber Resource Management | Allowed by right | Allowed by right |
| | Tree Farms | Not permitted | Allowed by right |
| | Vegetation Resource Management | Allowed by right | Allowed by right |
| | Water Quality Improvements and Watershed Management | Allowed by right | Allowed by right |
| | Wildlife and Fisheries Resource Management | Allowed by right | Allowed by right |
| | Range Management | Not permitted | Allowed by right |
| | Open Space | Allowed by right | Allowed by right |
| | Small Scale Manufacturing | Not permitted | Requires a special use permit |
| Height and Roof Standards | Roof Slope | 5:12 to 12:12 | 3:12 to 12:12 |
| | Roof Height | Not applicable | Not applicable |

Open Space

This district is intended to preserve land in its present use that would: 1) conserve and enhance natural or scenic resources; 2) protect streams environment zones, sensitive lands, water quality or water supply; 3) promote soil and habitat conservation; 4) enhance recreation opportunities; and/or 5) preserve visual quality along highways, roads, and street corridors or scenic vistas. The land is predominantly open, undeveloped, or lightly developed with trails or water quality projects, and is suitable for any of the following: natural areas, wildlife and native plant habitat; erosion control facilities, stream environment zones, stream corridors; passive parks; and/or trails for non-motorized activities. One CTC parcel identified as an asset land, APN 032-191-004, was rezoned from open space to TC-G and one parcel recently acquired by the CTC (023-241-022) was rezoned from TC-MUC to open space. No changes to the development standards of the Open Space District were made.

TRPA Town Center Overlay

This overlay contains much of the region's non-residential services and has 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. The overlay designation also establishes areas of the region that qualify for additional land coverage, height, and density incentives to encourage redevelopment activity and provide capacity for transfers of development from sensitive and outlying areas. These amendments propose to expand the TRPA Town Center Overlay by 11.5 acres to include additions to the TC-NP and TC-G Zones (see Figure 3).

Permissible Use List

The Tahoe Valley Area Plan updates propose modifications to the existing permissible use list to consolidate multiple similar uses under one category, to create more succinct criteria, and to increase compatibility within categories. "Employee Housing" has been eliminated as an independent use and shall be included in other residential uses where occupant organization is the defining criteria rather than ownership. Health and athletic clubs, day spas, and funeral parlors are now included under General Retail and Personal Service as they are consistent with the existing criteria of the category in that they are "non-medical services involving the care of persons." Categories in which there was overlap of criteria have been consolidated into one use encompassing amusement, recreation, assembly, and entertainment. Permissible uses in the Health Care District have been expanded to reflect those of the Neighborhood Professional District. This is a change made in anticipation of Barton Health downsizing their presence at this location.

Anticipated Development

By the year 2034, the Tahoe Valley Area Plan is anticipated to accommodate an additional 77,000 to 102,000 square feet of CFA that would consist of CFA allocated to the Area Plan by TRPA, CFA from the City Pool and the transfer of existing CFA that would be transferred from outside of the Area Plan. These projections are unchanged from the 2015 Area Plan adoption. Policy provisions in the Tahoe Valley Area Plan identify the desire for developing and repurposing existing commercial uses towards resident-serving and recreation-based retail uses, and turning Tahoe Valley into an entertainment and recreation center.

As analyzed for the 2015 Area Plan, residential development and redevelopment by 2034 would primarily occur as multi-family, live/work, and mixed-use units, and is anticipated to consist of 373 new dwelling units. The development and redevelopment would occur through a combination of the current City and TRPA allocation system, including provisions for bonus units for affordable, moderate, and market-rate housing, and the potential conversion of 100 tourist accommodation units in the Tahoe Valley plan area. This plan amendment identifies the need for additional housing in Tahoe Valley and expands the number of parcels that are eligible for residential development incentives under Area Plan Section 7 – Housing policies H-1.2 (Housing Incentives), H-1.3 (Residential Improvement), H-1.5 (Redirection of Development), H-1.9 (Housing Needs), H-1.10 (Conversions) and H-2.2 (Housing in the Town Center Core District). The addition of 11.5 acres of new parcels to the Area Plan Town Center and 17.5 acres of parcels to the newly formed Emerald Bay Connection Corridor District (outside of the Town Center boundary) would help increase the rate of predicted residential buildout for the Area Plan. It is also possible that the addition of new parcels within the Town Center would increase the number of new dwelling units assumed for Tahoe Valley Area Plan buildout in the Regional Plan Update EIS. However, the Area Plan amendments do not propose any changes to the TRPA growth management system, so overall residential development limits would remain unchanged.

Design and Development Standards

The Tahoe Valley Area Plan includes development and design standards that are specific to the Plan Area and replace the City of South Lake Tahoe City Code Chapters 6.10 and 6.55 development standards, and portions of the TRPA Code of Ordinances Chapter 30, land coverage, Chapter 31 regarding density, Chapter 36 regarding design standards, and Chapter 37 regarding height standards. Standards for the Area Plan are contained in Appendix C of the Tahoe Valley Area Plan. Further design and development standards are housed in the South Lake Tahoe Design Guidelines (2016). This document has historically been used as a supplemental document to Appendix C. As part of the updates to the plan, this document

shall be included as Appendix B and shall be used in conjunction with Appendix C to provide examples of the standards. Specific standards that have been changed through this process include:

- Allowing roof pitches of 3:12 to 12:12 (previously the minimum roof pitch was 5:12) and the removal of the roof height requirement.
- Shifting to more objective building modulation and articulation standards.
- Increased flexibility in corner build and build to line requirements.
- Increased bicycle parking requirements
- Reducing residential parking requirements by right, for example, each multi-family residential unit is permitted one parking space and that number may be reduced further if a deed restriction is placed on the property making the property owner responsible for parking management.
- Allowing for a reduction in commercial parking spaces, for example, a 25% reduction in parking supply for projects located within ½ mile of a transit stop.

Significant changes were made to the organization of Appendix C by incorporating design standards previously designated as "substitute" into the primary standards. Purely residential projects in certain districts may now follow the residential design standards contained in the City of South Lake Tahoe City Code Chapter 6.85.

Maximum Transferred Land Coverage

No changes to the land coverage system of the Tahoe Valley Area Plan are being proposed. 11.5 acres would be added to the Town Center under the amendments, increasing the allowable land coverage therein to a maximum of 70 percent on high capability lands with transfer. The newly created Emerald Bay Connection Corridor District shall adhere to coverage limitations set forth in TRPA Code of Ordinances Chapter 30: Land Coverage.

Building Height and Design

The maximum building height and number of stories for each district shall remain the same for commercial and mixed-use projects. Purely residential developments in TC-NP and TC-HC and all projects in the Emerald Bay Connection Corridor District shall meet the height requirements of City Code Chapter 6.85 and TRPA Code of Ordinances Section 37.4. In order to increase the efficiency and feasibility of large buildings, a minimum roof pitch of 3:12 is being proposed (previously 5:12) as well as elimination of the requirement that a building's roof be 40 percent of the building height.

Numerous other changes are being made for clarity and consistency, most notably the creation of objective design standards to achieve desired levels of building articulation.

Density

New density maximums and a minimum density standard are being proposed. For the first time the City is proposing a minimum density of 12 units per acre for multiple family dwellings in all Tahoe Valley area plan districts. Mixed-use projects meeting certain criteria may be exempt from the minimum density. The maximum density for multiple family dwellings in the TC-C, TC-MUC, and TC-G shall be increased from 25 to 65 units per acre. Residential projects in all other districts shall remain at 25 units per acre.

The Tahoe Valley Area Plan will incorporate the City's accessory dwelling unit (ADU) ordinance; however, these units are not counted towards density.

Redevelopment Incentives

The Tahoe Valley Area Plan already provides several incentives for redevelopment of properties in the plan area. These incentives are described in the draft Tahoe Valley Area Plan and have not undergone changes. Refer to Resolution 2023-051 passed by City Council on June 6, 2023, for the City's policy on distributing TRPA commodities.

Transportation

The Tahoe Valley Area Plan calls for various improvements to vehicle, bike, and pedestrian routes. No specific projects are approved through the plan and all future projects would be subject to applicable environmental review and permitting requirements. Section 8 of TVAP provides summaries of transportation and circulation strategies proposed and completed in the Tahoe Valley. Some improvements that have been completed remain in the table of strategies to ensure maintenance.

Recreation and Open Space

No changes are being made to the Recreation and Open Space elements of the Tahoe Valley Area Plan, except for the rezoning of one parcel, 1123 Emerald Bay Road, from Open Space to Town Center Gateway District and another parcel near Third Street and Barton Avenue from TC-MUC to OS. The first change is being made to allow for development of housing, as the parcel has been identified as an Asset Land. The second change recognizes the CTC's acquisition of a formerly private parcel.

The Tahoe Valley Area Plan does not propose an allocation of People at One Time (PAOT) summer day recreation use. However, the Plan includes a Recreation Section that contains policies to promote a range of recreation uses (e.g., public open space areas with and without recreational improvements, green spaces, plazas and public gathering places, dog park, neighborhood pocket parks/playgrounds, bike and pedestrian opportunities, and establishment of a "recreation hub" near the "Y" intersection area).

A major component maintained in the Tahoe Valley Area Plan is construction of the Tahoe Valley Greenbelt. The project calls for construction of a unique recreation and open space community amenity located just southeast of the Y intersection. The project will serve as an enhanced area-wide stormwater treatment system that includes SEZ restoration, installation of pedestrian-bicycle paths, pedestrian amenities, and interpretive signage. The Greenbelt will serve as a visual amenity for adjacent residential and commercial uses and provide a bicycle and pedestrian linkage connecting the commercial core to adjacent residential uses.

Public Services

The Tahoe Valley Area Plan includes policy provisions that support upgrading the Lukins Brothers Water System (though no specific improvements have been identified), encouraging new and remodeled structures to design for solar orientation and solar panels, and incorporating a greater variety of green technology design techniques to reduce energy consumption, and promoting access to broadband.

Conservation//Natural and Cultural Resources

In the Tahoe Valley Area Plan the City identifies natural and cultural resource goals, policies and implementation strategies to implement provisions of the Regional Plan and General Plan. The following is a summary of improvements identified in the initial Tahoe Valley Area Plan, which have not been modified:

- Zoning SEZ restoration sites and stormwater drainage basins as open space.
- Designate the view of Tahoe Mountain and the distant ridgeline views of Monument Peak as new scenic resources.
- Incorporate design standards to ensure that the built environment is compatible with the natural scenic qualities of the Lake Tahoe Basin.
- Complete construction of the US 50 and SR 89 Water Quality Improvement Project.
- Restore disturbed SEZs located within the Tahoe Valley Greenbelt.
- Coordinate with the California Tahoe Conservancy to prioritize the removal of development and land coverage from delineated SEZs and the TRPA designated Stream Restoration Plan Area.
- Amend the 1987 Bailey Mapped Land Capability Map to adopt an updated map that more accurately delineate the boundaries of the SEZs located within the Tahoe Valley plan area.
- Implement the area-wide stormwater system for the Tahoe Valley Water Quality Improvement Project.
- Implement the City's Pollutant Load Reduction Plan by registering the Glorene and 8th Street Water Quality Improvement Project.
- Promote the transfer of coverage from disturbed SEZs by creating a bonus coverage transfer match for transfers from the TRPA designated Stream Restoration Plan Area, the Tahoe Valley Greenbelt, and from the Upper Truckee River Hydrologically Related Area.

**NOTICE OF A PUBLIC HEARING CITY OF SOUTH LAKE TAHOE CITY COUNCIL**

NOTICE IS HEREBY GIVEN that in accordance with Sections 65090 and 65091 (Planning and Zoning Law) of the Government Code: the City of South Lake Tahoe City Council will conduct a public hearing on June 18, 2024 at 5:30 p.m., or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe Airport, to consider the following:

- **South Tahoe Refuse Delinquent Fees Report**

*Summary: The City Council will be considering the South Tahoe Refuse Delinquent Fees Report and directing the Finance Department to send a Certified Copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county property tax rolls for collection, (gschooleman@cityofslt.us.*

- **Tahoe Valley Area Plan Amendments**

*Summary: Consideration of amendments to the Tahoe Valley Area Plan to eliminate regulatory inconsistencies, provide certainty in the project permitting process, increase redevelopment and property investments to revitalize the area's ageing infrastructure, and increase opportunities to activate the Town Center, increase housing, transportation, and circulation options (Anna Kashuba, akashuba@cityofslt.us).*

- **Tourist Core Area Plan Amendments**

*Summary: Consideration of amendments to the Tourist Core Area Plan to eliminate regulatory inconsistencies, provide certainty in the project permitting process, increase redevelopment and property investments to revitalize the area's ageing infrastructure, and increase opportunities to activate the Town Center, increase housing, transportation and circulation options (John Hitchcock, jhitchcock@cityofslt.us).*

Any interested person may appear at the public hearing and present written testimony or speak in favor 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 in written correspondence delivered to the 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 to PublicComment@cityofslt.us or mailed to 1901 Lisa Maloff Way, Suite 206, South Lake Tahoe, CA 96150. City Council agendas 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.

**Published: June 7, 2024**

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**20

**Agenda Item:** South Tahoe Refuse Delinquent Refuse Fees Report

**Executive Summary:** All properties within the City of South Lake Tahoe limits are required to pay refuse collection service fees. Fees that remain unpaid for 180 days after billing may be collected by South Tahoe Refuse pursuant to City Code 4.150.370. Properties for which fees are not paid will have a lien recorded on the property. The Planning Commission has conducted a public hearing to hear objections or protests from landowners liable for delinquent fees listed in the South Tahoe Refuse Delinquent Fees Report. The Planning Commission passed Resolution 24-015 recommending City Council to confirm the Final Delinquent Fees Reports.

**Requested Action / Suggested Motions:** Pass a Resolution confirming the Final Delinquent Fees Report and directing the Finance Department to send a certified copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county property tax rolls for collection.

**Responsible Staff Member:** Gretchen Schooleman, Assistant Planner

**Reviewed and Approved By:** Zachary Thomas, Director of Development Services Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Heather Stroud, City Attorney

**Attachments:**

01-Staff Report - South Tahoe Refuse Delinquent Refuse Fees Report.docx
02-Resolution Confirming STR Delinquent Fee Report .docx
03-South Tahoe Refuse Delinquent Refuse Fees Report (Exh. A to Reso).pdf
04-Planning Commission Resolution.pdf
05-Tribune Public Notice.pdf

# City of South Lake Tahoe
# Report to City Council

**Meeting Date:** June 18, 2024

**Title:** South Tahoe Refuse Delinquent Refuse Fees Report

**Location:** Citywide

**Responsible Staff Member:** Gretchen Schooleman, Assistant Planner

**Background:** City Code Chapter 4.150 includes City regulations on refuse and garbage. Chapter 4.150.300 specifies the liability for residential or commercial property owners and/or occupants to pay for refuse services made available to the premises, regardless of the actual use of the refuse collection services. All properties within the City limits are subject to mandatory payment of collection fees.

Mandatory collection fees, authorized by City Code Section 4.150.340, which remain unpaid for a period of 180 days, may be collected by South Tahoe Refuse pursuant to City Code Section 4.150.370 (see Attachment 02). City Code Section 4.150.370 requires South Tahoe Refuse to prepare a delinquent fees report (Attachment 03), and for the report to be forwarded to the City Council after the Planning Commission holds a public hearing to hear any objections or protests of landowners liable for delinquent fees. A public hearing was held on May 16, 2024, during the regularly scheduled Planning Commission meeting. The Planning Commission passed Resolution 2024-015 recommending the City Council confirm the South Tahoe Refuse Final Delinquent Fees Report (Attachment 04).

**Issue and Discussion:** The delinquent fees set forth in the report constitute a special assessment against the respective parcels of land and are a lien of the property for such delinquent fees. Once the City Council confirms, a certified copy of the report is filed with The El Dorado County Auditor and County Recorder's office on or before August 1, 2024.

Properties for which the delinquent amount is paid prior to the Planning Commission and City Council public hearings are removed from the list prior to the Finance Department submitting the report to the El Dorado County Auditor and County Recorder's office.

**Public Notice** Pursuant to City Code Section 4.150.370.B, all delinquent account property owners on the report were mailed certified letters and a copy of the public notice indicating the time and place of the City Council hearing on May 20, 2024, and a public notice was published in the Tahoe Daily Tribune on June 7, 2024.

**Environmental Considerations – California Environmental Quality Act:** Confirming the Final Delinquent Fees Report and directing the Finance Department to send a certified copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county

property tax rolls for collection will not result in a direct or reasonably foreseeable indirect physical change in the environment, pursuant to the California Environmental Quality Act, Statute & Guidelines (CEQA), Section 15060.

**Financial Implications:** There are no adverse financial impacts to the City from this action.

**Policy Implications:** Passing a Resolution confirming the Final Delinquent Fees Report will support Priority 3 of the City of South Lake Tahoe Strategic Plan 2021-2026 by assisting South Tahoe Refuse to continue the operation of reducing the amount of litter through responsible waste management. The action will support City Code Chapter 4.150.300 which specifies the responsibility for all properties within the City limits are requiered to pay collection fees for refuse services made available to the premises.

# Resolution 2024-XX

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

## Confirming the South Tahoe Refuse Final Delinquent Fees Report

### BACKGROUND

A. South Lake Tahoe City Code Section 4.150.300 specifies the liability for residential and commercial property owners and/or occupants to pay for refuse service made available to the premise, irrespective of the actual use or the refuse collection service.

B. South Lake Tahoe City Code Section 4.150.370 makes delinquent refuse fees civil debts owed to the City and subject to collection.

C. Government Code Section 25831 authorizes the collection of delinquent solid waste (refuse) fees by the County, and Government Code Section 38790.1 states, “any city collecting garbage fees or charges may collect delinquent fees or charges in the manner provided in Section 25831 for counties.”

D. Pursuant to South Lake Tahoe City Code Section 4.150.370, South Tahoe Refuse has prepared a Final Delinquent Fees Report of unpaid fees for 180 days or more.

E. South Tahoe Refuse, on April 8, 2024, mailed certified letters to individuals on the report notifying them of the lien process, and informing them of the public hearings to consider objections and protests

F. On April 12, 2024, a public notice was published in the Tahoe Daily Tribune providing notice that the Planning Commission would consider the delinquent fees report at their regular scheduled meeting on May 16, 2024.

G. The Planning Commission held a duly noticed public hearing to hear objections or protests from landowners liable for delinquent fees on May 16, 2024 and passed a Resolution recommending City Council to confirm the South Lake Tahoe Refuse Final Delenquent Fees Report.

H. South Tahoe Refuse, on May 20, 2024, mailed certified letters to individuals on the report notifying them of the lien process, and informing them that the Hearing Boards met and confirmed delinquent fees and will be sent to Public Hearing before the City Council on June 18, 2024.

I. On June 7, 2024, a public notice was published in the Tahoe Daily Tribune providing notice that the City Council would consider to confirm the South Lake Tahoe Refuse Final Delenquent Fees Report at its regular scheduled meeting on, June 18, 2024.

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

1. Confirms the City of South Lake Tahoe Final Delinquent Fees Report (attached hereto as Exhibit A) and directs the Finance Department to send a Certified Copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county property tax rolls for collection.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024 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 Planning Commission.*

| Cuttoff Date | Acct# | Service Name | Bilto Name | Billto Address | Billto City State Postal | Service Address | Apn# | Qty | Past Due | Exclusion Period | Lien Amount | Payments | Deliquent Amount | Admin Fee | Total Due In |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/30/2023 | 13415900 | 200 ASSOCIATES LLC | 200 ASSOCIATES LLC | 1427 KENTFIELD AVE | REDWOOD CITY, CA 94061 | 3928 LARCH AVE | 029-415-024-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 13345800 | ALMAGUER, JOSE | ALMAGUER, JOSE | 939 LINDA AVE - UNIT #1 | SOUTH LAKE TAHOE, CA 96150 | 939 LINDA AVE | 023-682-019-000 | 2 | $1,515.08 | ($566.40) | $948.68 | | $948.68 | $85.00 | $1,033.68 |
| 9/30/2023 | 13543800 | AMAYA, NICOLAS | AMAYA, NICOLAS | 4156 TORREY PINE WAY | LIVERMORE, CA 94551 | 1206 BONANZA AVE | 032-152-014-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 |
| 9/30/2023 | 10061492 | AMSDEN,ROLAND H | AMSDEN,ROLAND H | 2645 ARMSTRONG AVE | SO LAKE TAHOE, CA 96150 | 2645 ARMSTRONG AVE | 031-133-009-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 12334600 | ANT PROPERTIES INC | ANT PROPERTIES INC | 2880 SUNRISE BLVD | RANCHO CORDOVA, CA 95742 | 3330 CAPE HORN RD | 027-231-034-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 12169800 | ARMLIN, CHARLOTTE | ARMLIN, CHARLOTTE | 2758 BENT TREE COURT | FAIRFIELD, CA 94534 | 1127 CRAIG AVE | 027-232-023-000 | 2 | $924.67 | ($515.72) | $408.95 | | $408.95 | $85.00 | $493.95 |
| 9/30/2023 | 13439600 | ARNETT, SAVANNA | ARNETT, SAVANNA | 1231 TATA LN | SO LAKE TAHOE, CA 96150 | 1231 TATA LN | 032-251-016-000 | 1 | $769.57 | ($249.85) | $519.72 | | $519.72 | $85.00 | $604.72 |
| 9/30/2023 | 12777100 | ARTHURS, PATRICK | ARTHURS, PATRICK | 715 ELOISE AVE | SOUTH LAKE TAHOE, CA 96150 | 715 ELOISE AVE | 023-271-026-000 | 2 | $1,527.44 | ($567.72) | $959.72 | | $959.72 | $85.00 | $1,044.72 |
| 9/30/2023 | 10096474 | BALLARD, MICHAEL | BALLARD, MICHAEL | PO BOX 19992 | SO LAKE TAHOE, CA 96151 | 3812 MARKOFER WAY | 028-042-017-000 | 2 | $1,386.30 | ($493.25) | $893.05 | | $893.05 | $85.00 | $978.05 |
| 9/30/2023 | 11004183 | BARNETT, SUSI | BARNETT, SUSI | PO BOX 13331 | SO LAKE TAHOE, CA 96151 | 1118 CARSON AVE | 031-154-001-000 | 1 | $434.04 | ($153.24) | $280.80 | | $280.80 | $85.00 | $365.80 |
| 9/30/2023 | 12231500 | BAUMFLEK, DIANE | BAUMFLEK, DIANE | 1176 MARGARET AVE | SOUTH LAKE TAHOE, CA 96150 | 1176 MARGARET AVE | 032-277-024-000 | 1 | $857.61 | ($296.38) | $561.23 | | $561.23 | $85.00 | $646.23 |
| 9/30/2023 | 12300200 | BEBOUT, ALEXANDER | BEBOUT, ALEXANDER | 1120 CRAIG AVE | SOUTH LAKE TAHOE, CA 96150 | 1120 CRAIG AVE | 027-231-002-000 | 1 | $778.87 | ($287.77) | $491.10 | | $491.10 | $85.00 | $576.10 |
| 9/30/2023 | 10040460 | BENAROYA,AL | BENAROYA,AL | 1103 MAGGIE LANE | WALNUT CREEK, CA 94597 | 2304 UTAH AVE | 023-743-018-000 | 1 | $460.78 | ($265.91) | $194.87 | | $194.87 | $85.00 | $279.87 |
| 9/30/2023 | 10062421 | BLAYLOCK,EDWIN L | BLAYLOCK,EDWIN L | 148 MCKINNEY AVE | PACIFICA, CA 94044 | 806 TAHOE KEYS BLVD | 023-912-006-000 | 1 | $762.53 | ($249.27) | $513.26 | | $513.26 | $85.00 | $598.26 |
| 9/30/2023 | 11052851 | BLUSH, MARGARET E | BLUSH, MARGARET E | 853 TAYLOR WAY | SO LAKE TAHOE, CA 96150 | 853 TAYLOR WAY | 023-633-009-000 | 1 | $753.12 | ($249.29) | $503.83 | | $503.83 | $85.00 | $588.83 |
| 9/30/2023 | 13528800 | BOOKER, RACHEL DEANN | BOOKER, RACHEL DEANN | 27 SUNSET DR | KENSINGTON, CA 94707 | 3702 VERDON LN | 030-352-008-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 |
| 9/30/2023 | 13072500 | BORING, DANIEL | BORING, DANIEL | 738 MICHAEL DR | SOUTH LAKE TAHOE, CA 96150 | 738 MICHAEL DR | 023-751-013-000 | 1 | $548.45 | ($266.00) | $282.45 | | $282.45 | $85.00 | $367.45 |
| 9/30/2023 | 13400900 | BRICENO, JULIO | BRICENO, JULIO | 221 MOUNTAIN VIEW AVE | SANTA CRUZ, CA 95062 | 3314 CAPE HORN RD | 027-231-014-000 | 1 | $823.59 | ($293.61) | $529.98 | | $529.98 | $85.00 | $614.98 |
| 9/30/2023 | 10008877 | BRICKER,CHARLES | BRICKER,CHARLES | PO BOX 7272 | SO LAKE TAHOE, CA 96158 | 2198 MONTEREY DR | 022-051-002-000 | 1 | $738.71 | ($248.78) | $489.93 | | $489.93 | $85.00 | $574.93 |
| 9/30/2023 | 10091065 | BROWER, JANIS | BROWER, JANIS | PO BOX 19965 | SO LAKE TAHOE, CA 96151 | 3577 BILL AVE | 027-112-008-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 10030228 | BROWN, NICHOLAS | BROWN, NICHOLAS | PO BOX 9011 | SO LAKE TAHOE, CA 96158 | 2182 VENICE DR | 022-032-016-000 | 1 | $502.74 | ($243.80) | $258.94 | | $258.94 | $85.00 | $343.94 |
| 9/30/2023 | 10003786 | BUSCH, AMY | BUSCH, AMY, DUNLAP, JOHN | 5311 VIRGINIA WAY | SACRAMENTO, CA 95822 | 2363 WASHINGTON AVE | 023-700-019-510 | 4 | $4,239.38 | ($1,199.55) | $3,039.83 | | $3,039.83 | $85.00 | $3,124.83 |
| 9/30/2023 | 10031348 | BYDAND UNLTD TRUST | BYDAND UNLTD TRUST | 5608 MEMORY WAY | FAIR OAKS, CA 95628 | 1023 JOHNSON BLVD | 027-180-017-000 | 5 | $3,820.55 | ($1,238.35) | $2,582.20 | | $2,582.20 | $85.00 | $2,667.20 |
| 9/30/2023 | 10021571 | CASTRUITA,DARREL & LESLEY | CASTRUITA,DARREL & LESLEY | 2214 TEXAS AVE | SO LAKE TAHOE, CA 96150 | 2214 TEXAS AVE | 022-132-010-000 | 1 | $659.57 | ($288.30) | $371.27 | $140.00 | $231.27 | $85.00 | $316.27 |
| 9/30/2023 | 10061514 | CHADWICK, JOHN | CHADWICK, JOHN | 512 W 8TH ST | ANTIOCH, CA 94509 | 1169 CARSON AVE | 031-201-020-000 | 1 | $622.04 | ($269.67) | $352.37 | | $352.37 | $85.00 | $437.37 |
| 9/30/2023 | 11023244 | DOMNIE, SCOTT & ROBIN | DOMNIE, SCOTT & ROBIN | 3419 BRUCE DR | SO LAKE TAHOE, CA 96150 | 3419 BRUCE DR | 025-393-023-000 | 1 | $693.14 | ($246.61) | $446.53 | | $446.53 | $85.00 | $531.53 |
| 9/30/2023 | 10110450 | DRAKE, ELIZABETH | DRAKE, ELIZABETH | 1860 D ST | SOUTH LAKE TAHOE, CA 96150 | 1860 D ST | 032-281-002-000 | 1 | $817.44 | ($248.73) | $568.71 | | $568.71 | $85.00 | $653.71 |
| 9/30/2023 | 11065234 | DUFF, RYAN | DUFF, RYAN | 2681 ALMA AVE | SO LAKE TAHOE, CA 96150 | 2681 ALMA AVE | 031-204-005-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 13581400 | DUMANTAY, ERWIN | DUMANTAY, ERWIN | 3280 COLDWATER DR | SAN JOSE, CA 95148 | 880 ALAMEDA AVE | 026-076-009-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 |
| 9/30/2023 | 10085022 | DURAN,DANIEL | DURAN,DANIEL | 652 CLEMENT ST | SO LAKE TAHOE, CA 96150 | 652 CLEMENT ST | 023-492-003-000 | 2 | $1,386.29 | ($493.25) | $893.04 | | $893.04 | $85.00 | $978.04 |
| 9/30/2023 | 13046300 | ELEVATED EQUITIES, LLC | ELEVATED EQUITIES, LLC | 1317 KYBURZ AVE | SO LAKE TAHOE, CA 96150 | 1317 KYBURZ AVE | 032-211-003-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 11078602 | EYESTONE, JAMES DALE | EYESTONE, JAMES DALE | 2718 SILVERADO DR | PINOLE, CA 94564 | 821 ANITA DR | 023-653-015-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 |
| 9/30/2023 | 12614900 | FAURIA, CRAIG | FAURIA, CRAIG | 2186 JAMES AVE | SOUTH LAKE TAHOE, CA 96150 | 2186 JAMES AVE | 023-211-015-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 10001147 | FITZSIMMONS, SEAMUS | FITZSIMMONS, SEAMUS | 120 PINEHURST WAY | SAN FRANCISCO, CA 94127 | 3340 PIONEER TRAIL | 025-670-006-000 | 1 | $1,059.40 | ($302.77) | $756.63 | | $756.63 | $85.00 | $841.63 |
| 9/30/2023 | 11223035 | FONG, CRIEGHTON | FONG, CRIEGHTON | 2112 10TH ST | OAKLAND, CA 946062618 | 2295 HELEN AVE | 031-043-007-000 | 2 | $1,269.52 | ($544.58) | $724.94 | | $724.94 | $85.00 | $809.94 |
| 9/30/2023 | 12596000 | FORMANEK, MICHEAL | FORMANEK, MICHEAL | 5327 E MITCHELL DR | PHOENIX, AZ 85018 | 3683 FOREST AVE | 027-075-016-000 | 2 | $1,434.98 | ($493.97) | $941.01 | | $941.01 | $85.00 | $1,026.01 |
| 9/30/2023 | 12955700 | FOSKETT, NAKIA | FOSKETT, NAKIA | 1225 BEECHER AVE | SOUTH LAKE TAHOE, CA 96150 | 1225 BEECHER AVE | 031-277-007-000 | 1 | $622.04 | ($269.67) | $352.37 | | $352.37 | $85.00 | $437.37 |
| 9/30/2023 | 12944900 | FUERTE, JESSIE-MARIE | FUERTE, JESSIE-MARIE | 3381 PINE HILL RD | SOUTH LAKE TAHOE, CA 96150 | 3381 PINE HILL RD | 028-311-026-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 |
| 9/30/2023 | 10038512 | FURIA,MICHELE | FURIA,MICHELE | P O BOX 16462 | SO LAKE TAHOE, CA 96151 | 3533 BLACKWOOD RD | 027-356-002-000 | 1 | $519.99 | ($281.24) | $238.75 | | $238.75 | $85.00 | $323.75 |
| 9/30/2023 | 10086282 | GARIBALDI, ARTHUR A | GARIBALDI, ARTHUR A | PO BOX 7224 | SOUTH LAKE TAHOE, CA 96158 | 965 TATA LN | 023-481-013-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 |
| 9/30/2023 | 10022756 | GATTO, KRIS | GATTO, KRIS | 2320 N ST UNIT 2 | SACRAMENTO, CA 95816 | 761 SONOMA AVE | 026-124-016-000 | 1 | $753.12 | ($249.29) | $503.83 | | $503.83 | $85.00 | $588.83 |
| 9/30/2023 | 13401200 | GONZALEZ, TERESA | GONZALEZ, TERESA | 233 FREDERICK DR | NAPA, CA 94559 | 3609 PIONEER TRAIL | 027-163-013-000 | 1 | $794.09 | ($249.92) | $544.17 | | $544.17 | $85.00 | $629.17 |
| 9/30/2023 | 13278100 | GOODRIDGE, RYAN | GOODRIDGE, RYAN | 2106 MASON ST | SAN FRANCISCO, CA 94133 | 3788 MARKOFER WAY | 028-042-022-000 | 5 | $1,162.23 | ($980.21) | $182.02 | | $182.02 | $85.00 | $267.02 |
| 9/30/2023 | 12559100 | GORE, RANDY & ELIZABETH | GORE, RANDY & ELIZABETH | 2454 FOUNTAIN AVE | SOUTH LAKE TAHOE, CA 96150 | 2454 FOUNTAIN AVE | 031-275-005-000 | 1 | $728.16 | ($238.23) | $489.93 | | $489.93 | $85.00 | $574.93 |
| 9/30/2023 | 13231200 | GRANATA, ARCHIE | GRANATA, ARCHIE | 1720 SOUTH ARLINGTON AVE | RENO, NV 89509 | 3716 SPRUCE AVE | 027-162-011-000 | 1 | $622.04 | ($269.67) | $352.37 | | $352.37 | $85.00 | $437.37 |
| 9/30/2023 | 10117692 | GREEAR, AIMEE JEAN MARIE | GREEAR, AIMEE JEAN MARIE | 858 PATRICIA LN | SOUTH LAKE TAHOE, CA 96150 | 858 PATRICIA LN | 023-573-009-000 | 1 | $517.22 | ($238.23) | $278.99 | | $278.99 | $85.00 | $363.99 |
| 9/30/2023 | 12468100 | GREGO,GLEN | GREGO,GLEN | 1019 MORRO STREET | SAN LUIS OBISPO, CA 93401 | 4089 PINE BLVD | 029-610-026-000 | 5 | $1,312.16 | ($981.36) | $330.80 | | $330.80 | $85.00 | $415.80 |
| 9/30/2023 | 10050334 | GUNN,RICHARD M | GUNN,RICHARD M | 811 PALOMA AVE | SO LAKE TAHOE, CA 96150 | 811 PALOMA AVE | 026-137-012-000 | 1 | $1,189.75 | ($238.23) | $951.52 | | $951.52 | $85.00 | $1,036.52 |
| 7/31/2023 | 10117838 | HAGOOD,ASHLEY | HAGOOD,ASHLEY | 5857 JUNIPERO AVE | CARMEL, CA 93923 | 1224 BEECHER AVE | 031-272-003-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 7/31/2023 | 12864600 | HAMMOND, CHRISTOPHER | HAMMOND, CHRISTOPHER | 1111 FAIRWAY AVE | SOUTH LAKE TAHOE, CA 96150 | 1111 FAIRWAY AVE | 027-341-008-000 | 1 | $745.73 | ($400.62) | $345.11 | | $345.11 | $85.00 | $430.11 |
| 7/31/2023 | 10057398 | HANRAHAN,DIANE | HANRAHAN,DIANE | 2081 FOREST GLEN CT | OAKDALE, CA 95361 | 2503 PONDEROSA ST | 031-284-016-000 | 2 | $1,821.67 | ($841.77) | $979.90 | | $979.90 | $85.00 | $1,064.90 |
| 7/31/2023 | 13128800 | HEAVENLY SIERRA LODGE | HEAVENLY SIERRA LODGE | 3079 HARRISON AVE #11 | SOUTH LAKE TAHOE, CA 96150 | 3588 MACKEDIE WAY | 025-032-008-000 | 5 | $4,334.33 | ($1,755.90) | $2,578.43 | | $2,578.43 | $85.00 | $2,663.43 |
| 7/31/2023 | 11121436 | HELMY, CHRISTOPHER P | HELMY, CHRISTOPHER P | 886 S. LOS ROBLES AVE | PASADENA, CA 91106 | 2602 WILLIAM AVE | 031-122-003-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 |
| 7/31/2023 | 12406200 | HEMENES,ANTHONY | HEMENES,ANTHONY | 2225 WASHINGTON AVE | SOUTH LAKE TAHOE, CA 96150 | 2225 WASHINGTON AVE | 023-686-004-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 7/31/2023 | 10073210 | HOLOBAUGH,KURT W | HOLOBAUGH,KURT W | 113 KENNAR WAY | FOLSOM, CA 95630 | 2288 WASHINGTON AVE | 023-903-013-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 |
| 7/31/2023 | 12802100 | HRABE, SUSAN | HRABE, SUSAN | 1045 CARSON AVE | SOUTH LAKE TAHOE, CA 96150 | 1045 CARSON AVE | 031-085-008-000 | 1 | $745.73 | ($400.62) | $345.11 | $250.00 | $95.11 | $85.00 | $180.11 |
| 7/31/2023 | 13407000 | JONES, CHARLENE | JONES, CHARLENE | 1241 BEECHER AVE | SOUTH LAKE TAHOE, CA 96150 | 1241 BEECHER AVE | 031-276-007-000 | 1 | $745.73 | ($400.62) | $345.11 | | $345.11 | $85.00 | $430.11 |
| 7/31/2023 | 11259331 | KENISON,NANCY | KENISON,NANCY | HOLLY KEISER | NAPA, CA 94559 | 717 SAN FRANCISCO AVE | 026-067-016-000 | 1 | $862.42 | ($351.18) | $511.24 | | $511.24 | $85.00 | $596.24 |
| 7/31/2023 | 12954800 | KIM, STEVE | KIM, STEVE | 2350 WINCHESTER BLVD | CAMPBELL, CA 95008 | 1925 MARCONI WAY | 022-241-020-000 | 1 | $882.08 | ($416.10) | $465.98 | | $465.98 | $85.00 | $550.98 |
| 7/31/2023 | 13060100 | LEBOVITZ, BENJAMIN | LEBOVITZ, BENJAMIN | 3661 REGINA RD | SOUTH LAKE TAHOE, CA 96150 | 3661 REGINA RD | 030-352-033-000 | 1 | $505.75 | ($364.51) | $141.24 | | $141.24 | $85.00 | $226.24 |

| Cuttoff Date | Acct# | Service Name | Bilto Name | Billto Address | Billto City State Postal | Service Address | Apn# | Qty | Past Due | Exclusion Period | Lien Amount | Payments | Deliquent Amount | Admin Fee | Total Due In |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/31/2023 | 11097525 | LEONARD, CHARLES | LEONARD, CHARLES | 741 TAHOE ISLAND DR | SO LAKE TAHOE, CA 96150 | 741 TAHOE ISLAND DR | 023-642-002-000 | 1 | $1,367.03 | ($468.52) | $898.51 | | $898.51 | $85.00 | $983.51 |
| 7/31/2023 | 10002251 | LUDCKE,N | LUDCKE,N | 79 GRANDVIEW AVE | SAN FRANCISCO, CA 94114 | 879 MERCED AVE | 026-036-008-000 | 1 | $922.34 | ($351.18) | $571.16 | | $571.16 | $85.00 | $656.16 |
| 7/31/2023 | 10130613 | MA,ALVIN K | MA,ALVIN K | 5056 WICKS LN | CASTRO VALLEY, CA 94546 | 941 MODESTO AVE | 026-112-015-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 |
| 7/31/2023 | 10113549 | MALTASE, STEVE | MALTASE, STEVE | PO BOX 10503 | ZEPHYR COVE, NV 89448 | 1087 O'MALLEY DR | 031-092-008-000 | 5 | $1,911.52 | ($1,211.44) | $700.08 | | $700.08 | $85.00 | $785.08 |
| 7/31/2023 | 12213700 | MASUEN, JOE | MASUEN, JOE | 8520 COKER ROAD | SALINAS, CA 93907 | 3721 PIONEER TRAIL | 027-145-014-000 | 2 | $1,573.63 | ($810.80) | $762.83 | | $762.83 | $85.00 | $847.83 |
| 7/31/2023 | 12507300 | MC CARTHY, RYAN NICHOLAS | MC CARTHY, RYAN NICHOLAS | 57562 BAY VIEW RIDGE ROAD | WARREN, OR 97053 | 1881 AGATE ST | 023-512-015-000 | 1 | $614.09 | ($388.19) | $225.90 | | $225.90 | $85.00 | $310.90 |
| 7/31/2023 | 10095117 | MEERLY, JAMES | MEERLY, JAMES | 406 CHERYL ST | STAGECOACH, NV 89429 | 900 SOUTH SHORE DR | 023-772-037-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 7/31/2023 | 13015000 | MEKRAKSEREE, CHIRAWAT | MEKRAKSEREE, CHIRAWAT | 904 PATRICIA LANE | SO LAKE TAHOE, CA 96150 | 1026 MOSS RD | 029-352-013-000 | 1 | $922.34 | ($351.18) | $571.16 | | $571.16 | $85.00 | $656.16 |
| 7/31/2023 | 13410300 | MESERVA, JOHN J | MESERVA, JOHN J | PO BOX 11052 | ZEPHYR COVE, NV 89448 | 955 CREEKWOOD DR | 031-341-003-000 | 1 | $594.53 | ($351.18) | $243.35 | | $243.35 | $85.00 | $328.35 |
| 7/31/2023 | 11206193 | MINAR, SCOTT | MINAR, SCOTT | 1630 REIDNER LANE | CENTURIA, WI 54824 | 2481 ROSE AVE | 031-185-010-000 | 1 | $751.62 | ($401.19) | $350.43 | | $350.43 | $85.00 | $435.43 |
| 7/31/2023 | 11010254 | MITCHOFF, JACOB | MITCHOFF, JACOB | 3725 SUDBURY RD | CAMERON PARK, CA 95682 | 3680 SPRUCE AVE | 027-161-020-000 | 3 | $2,984.05 | ($1,088.54) | $1,895.51 | | $1,895.51 | $85.00 | $1,980.51 |
| 7/31/2023 | 11010527 | MITCHOFF, JACOB | MITCHOFF, JACOB | 3725 SADBURY RD | CAMERON PARK, CA 95682 | 3673 SPRUCE AVE | 027-155-027-000 | 4 | $4,364.28 | ($1,759.50) | $2,604.78 | | $2,604.78 | $85.00 | $2,689.78 |
| 7/31/2023 | 13363800 | MOUZOON, BEHNAM | MOUZOON, BEHNAM | 696 MODESTO AVE. #B | SOUTH LAKE TAHOE, CA 96150 | 696 MODESTO AVE | 026-094-013-000 | 2 | $1,230.91 | ($772.33) | $458.58 | | $458.58 | $85.00 | $543.58 |
| 7/31/2023 | 10047139 | MULLINAX, DICK | MULLINAX, DICK | 2455 W. CAPITAL AVE APT 273 | W SACRAENTO, CA 95691 | 1046 MARJORIE ST | 031-093-013-000 | 1 | $881.60 | ($416.03) | $465.57 | | $465.57 | $85.00 | $550.57 |
| 7/31/2023 | 10025550 | MURPHY, COLLIN | MURPHY, COLLIN | 947 GOLD TIP AVE | SOUTH LAKE TAHOE, CA 96150 | 947 GOLD TIP AVE | 026-243-015-000 | 1 | $614.09 | ($388.19) | $225.90 | | $225.90 | $85.00 | $310.90 |
| 7/31/2023 | 10019437 | MURRAY,EDWARD A | MURRAY,EDWARD A | 351 DUPERU DR | CROCKETT, CA 94525 | 867 SAN FRANCISCO AVE | 026-079-006-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 |
| 7/31/2023 | 10022772 | MUSTARD, MICHAEL | MUSTARD, MICHAEL | 1660 DREW CIR | DAVIS, CA 956166359 | 3572 SHIRLEY AVE | 027-114-020-000 | 1 | $775.73 | ($408.49) | $367.24 | | $367.24 | $85.00 | $452.24 |
| 7/31/2023 | 10023000 | MUSTARD, MICHAEL | MUSTARD, MICHAEL | 1660 DREW CIR | DAVIS, CA 95618 | 3568 SHIRLEY AVE | 027-114-019-000 | 1 | $775.73 | ($408.49) | $367.24 | | $367.24 | $85.00 | $452.24 |
| 7/31/2023 | 10118796 | NAND,EVELYN & SUKHANDRA | NAND,EVELYN & SUKHANDRA | P O BOX 1086 | NEWARK, CA 94560 | 2237 WYOMING AVE | 023-911-001-000 | 1 | $500.62 | ($351.18) | $149.44 | | $149.44 | $85.00 | $234.44 |
| 7/31/2023 | 10069639 | OLIVER,PETER & KAREN | OLIVER,PETER & KAREN | 1200 JOBS PEAK DR | SO LAKE TAHOE, CA 96150 | 1200 JOBS PEAK DR | 025-375-010-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 |
| 7/31/2023 | 10099163 | OUELLETTE, JOSEPH | OUELLETTE, JOSEPH | P O BOX 7332 | SO LAKE TAHOE, CA 96158 | 960 GLORENE AVE | 023-351-004-000 | 1 | $546.27 | ($351.18) | $195.09 | | $195.09 | $85.00 | $280.09 |
| 8/31/2023 | 12303500 | PAPE, SANDRA | PAPE, SANDRA | 3000 SACRAMENTO AVE | SOUTH LAKE TAHOE, CA 96150 | 3000 SACRAMENTO AVE | 026-133-015-000 | 1 | $709.39 | ($392.66) | $316.73 | $584.11 | ($267.38) | $85.00 | ($182.38) |
| 8/31/2023 | 12456400 | PENNY, KYLE | PENNY, KYLE | 2795 GREEN ST APT 5 | SAN FRANCISCO, CA 94123 | 1080 SONORA AVE | 027-131-019-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 |
| 8/31/2023 | 10016837 | PERRYMAN,RUDOLPH | PERRYMAN,RUDOLPH | 791 REEF POINT CT | RODEO, CA 94572 | 901 SAGEWOOD DR | 031-313-003-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 8/31/2023 | 12840300 | PETRAGALLO, MICHAEL | PETRAGALLO, MICHAEL | 2191 VENICE DRIVE | SOUTH LAKE TAHOE, CA 96150 | 2191 VENICE DR | 022-031-012-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 8/31/2023 | 10005371 | PIERCE, CAROL A | PIERCE, CAROL A | 1141 CHARLES AVE | SO LAKE TAHOE, CA 96150 | 1141 CHARLES AVE | 031-173-005-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 8/31/2023 | 10015628 | POLETTI, SHARON | POLETTI, SHARON | PO BOX 2515 | SOUTH LAKE TAHOE, CA 96158 | 881 LOS ANGELES AVE | 026-106-26-100 | 1 | $839.72 | ($406.63) | $433.09 | | $433.09 | $85.00 | $518.09 |
| 8/31/2023 | 10037508 | PRESTELLA JR,ALTON & JEANNE | PRESTELLA JR,ALTON & JEANNE | 2954 OAKLAND AVE | SO LAKE TAHOE, CA 96150 | 2954 OAKLAND AVE | 026-139-033-000 | 1 | $820.17 | ($397.31) | $422.86 | $120.17 | $302.69 | $85.00 | $387.69 |
| 8/31/2023 | 13483900 | RAMAHA, DINA | RAMAHA, DINA | 779 PATRICIA LN | SOUTH LAKE TAHOE, CA 96150 | 779 PATRICIA LN | 023-561-002-000 | 1 | $741.07 | ($390.89) | $350.18 | | $350.18 | $85.00 | $435.18 |
| 8/31/2023 | 11028722 | RANCK, TRACEY | RANCK, TRACEY | 168 GRACE ST | AUBURN, CA 95603 | 753 GARDNER ST | 023-625-016-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 8/31/2023 | 10050229 | RIGGS,ESTHER AND GARY | RIGGS,ESTHER AND GARY | 2328 BLITZEN RD | SO LAKE TAHOE, CA 96150 | 2158 VENICE DR | 022-032-021-000 | 1 | $649.12 | ($385.58) | $263.54 | | $263.54 | $85.00 | $348.54 |
| 8/31/2023 | 12509500 | RIVERA, ROBERT & KIMBERLEY | RIVERA, ROBERT & KIMBERLEY | 1422 ALMOND CREST AVE | ATWATER, CA 95301 | 973 BIGLER AVE | 026-261-009-000 | 1 | $968.87 | ($420.30) | $548.57 | | $548.57 | $85.00 | $633.57 |
| 8/31/2023 | 10131393 | ROBERTSON, KEVIN & TUYETMAI | ROBERTSON, KEVIN & TUYETMAI | 2232 OWL MEADOW ST | FOLSOM, CA 95630 | 3735 RUBY WAY | 028-121-010-000 | 2 | $959.42 | ($733.52) | $225.90 | | $225.90 | $85.00 | $310.90 |
| 8/31/2023 | 10026158 | ROFF, TIMBER | ROFF, TIMBER | P O BOX 19924 | SO LAKE TAHOE, CA 96151 | 1034 HAM LN | 027-101-022-000 | 1 | $905.87 | ($351.18) | $554.69 | | $554.69 | $85.00 | $639.69 |
| 8/31/2023 | 10029955 | ROFF, TIMBER | ROFF, TIMBER | PO BOX 19924 | SO LAKE TAHOE, CA 96151 | 3495 RALPH DR | 025-551-005-000 | 1 | $905.78 | ($351.18) | $554.60 | | $554.60 | $85.00 | $639.60 |
| 8/31/2023 | 10001057 | SADARAM, ESWAR | SADARAM, ESWAR | 2314 MIRTH ST | SAN JOSE, CA 95122 | 1223-1 BONANZA AVE | 032-371-001-000 | 1 | $905.87 | ($351.18) | $554.69 | | $554.69 | $85.00 | $639.69 |
| 8/31/2023 | 11068995 | SAFFARIAN, JALAL | SAFFARIAN, JALAL | 15855 JACKSON OAKS DR | MORGAN HILLS, CA 95037 | 699 ELOISE AVE | 023-271-019-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 |
| 8/31/2023 | 11103243 | SAHA, PRONAY | SAHA, PRONAY | 46 LAPIDGE ST | SAN FRANCISCO, CA 94110 | 2657 KNOX AVE | 031-161-016-000 | 4 | $3,387.10 | ($1,404.72) | $1,982.38 | | $1,982.38 | $85.00 | $2,067.38 |
| 8/31/2023 | 10061034 | SCHOTT,GENE | SCHOTT,GENE | 11550 CENTER AVE | GILROY, CA 95020 | 1262 DEDI AVE | 032-282-037-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 8/31/2023 | 12133700 | SEARCY, HEATHER | SEARCY, HEATHER | 1840 SHADY LN | SOUTH LAKE TAHOE, CA 96150 | 1840 SHADY LN | 023-621-009-000 | 1 | $737.48 | ($390.65) | $346.83 | | $346.83 | $85.00 | $431.83 |
| 8/31/2023 | 11222897 | SEDANO, MICHAEL | SEDANO, MICHAEL | 2952 OAKLAND AVE | SO LAKE TAHOE, CA 96150 | 2952 OAKLAND AVE | 026-139-034-000 | 1 | $860.56 | ($351.18) | $509.38 | | $509.38 | $85.00 | $594.38 |
| 8/31/2023 | 13531900 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1029 RENO AVE | 031-082-016-000 | 3 | $1,439.85 | ($1,101.00) | $338.85 | | $338.85 | $85.00 | $423.85 |
| 8/31/2023 | 13532000 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1031 RENO AVE | 031-082-017-000 | 2 | $959.42 | ($733.52) | $225.90 | | $225.90 | $85.00 | $310.90 |
| 8/31/2023 | 13532100 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1035 RENO AVE | 031-087-018-000 | 2 | $959.42 | ($733.52) | $225.90 | | $225.90 | $85.00 | $310.90 |
| 8/31/2023 | 13566300 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1126 BOWERS AVE | 027-205-005-000 | 3 | $2,440.11 | ($1,188.24) | $1,251.87 | | $1,251.87 | $85.00 | $1,336.87 |
| 8/31/2023 | 10102148 | SHEEHAN, DENNIS E & KELLY | SHEEHAN, DENNIS E & KELLY | PO BOX 18177 | SO LAKE TAHOE, CA 96151 | 728 TALLAC AVE | 026-067-004-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 8/31/2023 | 10087858 | SIMMONDS, JOHN E | SIMMONDS, JOHN E | 3747 ASPEN AVE, #B | SOUTH LAKE TAHOE, CA 96150 | 3747 ASPEN AVE | 027-134-017-000 | 2 | $1,584.85 | ($702.36) | $882.49 | | $882.49 | $85.00 | $967.49 |
| 8/31/2023 | 12997900 | SOLIS, JEROME | SOLIS, JEROME | 1613 ROGER STREET | MILPITAS, CA 95035 | 3344-3 SANDY WAY | 027-652-03-100 | 1 | $1,012.60 | ($417.39) | $595.21 | | $595.21 | $85.00 | $680.21 |
| 8/31/2023 | 10051578 | SOLWICK,JEFFREY A | SOLWICK,JEFFREY A | 2535 FOUNTAIN AVE | SO LAKE TAHOE, CA 96150 | 2535 FOUNTAIN AVE | 031-214-015-000 | 1 | $1,340.21 | ($398.64) | $941.57 | | $941.57 | $85.00 | $1,026.57 |
| 8/31/2023 | 10090468 | TAKEYAMA,SUE | TAKEYAMA,SUE | 1405 PREMIER CT. | LAS VEGAS, NV 89117 | 1947 VENICE DR | 022-341-006-000 | 1 | $792.44 | ($351.18) | $441.26 | | $441.26 | $85.00 | $526.26 |
| 8/31/2023 | 10009127 | TOYAMO,GARY K | TOYAMO,GARY K | P O BOX 8109 | SO LAKE TAHOE, CA 96158 | 2897 SPRINGWOOD DR | 031-331-021-000 | 1 | $786.71 | ($400.64) | $386.07 | $200.00 | $186.07 | $85.00 | $271.07 |
| 8/31/2023 | 12395700 | TRUONG, TIFFANY | TRUONG, TIFFANY | 1449 DAKOTA AVE | SAN MATEO, CA 94401 | 1089 BOWERS AVE | 027-124-007-000 | 1 | $860.56 | ($351.18) | $509.38 | | $509.38 | $85.00 | $594.38 |
| 8/31/2023 | 12907900 | VARGAS, JOHN | VARGAS, JOHN | 2075 ENCIMA DR | CONCORD, CA 94519 | 3601 VANDA LEE WAY | 027-204-007-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 |
| 8/31/2023 | 13404000 | VITORELO, ANTHONY J. | VITORELO, ANTHONY J. | 2618 ALMA AVE | SO LAKE TAHOE, CA 96150 | 2618 ALMA AVE | 031-196-003-000 | 1 | $1,084.29 | ($425.31) | $658.98 | | $658.98 | $85.00 | $743.98 |
| 8/31/2023 | 13347000 | WALLACE, II, JON | WALLACE, II, JON | 1197 JULIE LN | SOUTH LAKE TAHOE, CA 96150 | 1197 JULIE LN | 032-281-006-000 | 1 | $770.00 | ($397.43) | $372.57 | | $372.57 | $85.00 | $457.57 |
| 8/31/2023 | 12390900 | WEDGE, JEFFREY | WEDGE, JEFFREY | 2699 KNOX AVE | SOUTH LAKE TAHOE, CA 96150 | 2699 KNOX AVE | 031-162-017-000 | 1 | $859.87 | ($400.58) | $459.29 | | $459.29 | $85.00 | $544.29 |
| 8/31/2023 | 13231700 | WHITING, CHARLENE | WHITING, CHARLENE | 1620 BONITA COURT | EL DORADO HILLS, CA 95762 | 765 MODESTO AVE | 026-093-016-000 | 1 | $608.51 | ($380.92) | $227.59 | | $227.59 | $85.00 | $312.59 |
| 8/31/2023 | 10095761 | ZARAGOZA JR,MANUEL V | ZARAGOZA JR,MANUEL V | 9450 MIRA MESA BLVD | SAN DIEGO, CA 92126 | 1022 ECHO RD | 029-351-004-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 |
| 118 | | | | | | | | | $123,297.26 | ($54,796.78) | $68,500.48 | | $67,206.20 | $9,945.00 | $77,236.20 |

# Resolution 2024-015

**Adopted by the City of South Lake Tahoe**
**Planning Commission**

**May 16, 2024**

# RECOMMENDING THE CITY COUNCIL CONFIRM THE SOUTH TAHOE REFUSE FINAL DELINQUENT FEES REPORT

## BACKGROUND

A. South Lake Tahoe City Code section 4.150.300 specifies the liability for residential and commercial property owners and/or occupants to pay for refuse service made available to the premise, irrespective of the actual use or the refuse collection service.

B. South Lake Tahoe City Code section 4.150.370 makes delinquent refuse fees civil debts owed to the City and subject to collection.

C. Government Code section 25831 authorizes the collection of delinquent solid waste (refuse) fees by the County, and Government Code section 38790.1 states, “any city collecting garbage fees or charges may collect delinquent fees or charges in the manner provided in Section 25831 for counties.”

D. Pursuant to South Lake Tahoe City Code section 4.150.370, South Tahoe Refuse has prepared a Final Delinquent Fees Report of unpaid fees for 180 days or more.

E. South Tahoe Refuse, on April 8, 2024, mailed certified letters to individuals on the report notifying them of the lien process, and informing them of the public hearings to consider objections and protests.

F. On April 12, 2024, a public notice was published in the Tahoe Daily Tribune providing notice that the Planning Commission would consider the delinquent fees report at their regular scheduled meeting on May 16, 2024.

G. The Planning Commission held a duly noticed public hearing to hear objections or protests from landowners liable for delinquent fees.

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

1. Recommends that the City Council of the City of South Lake Tahoe confirm the Final Delinquent Fees Report (Exhibit 1) and direct the Finance Department to send a Certified Copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county property tax rolls for collection.

Adopted by the City of South Lake Tahoe Planning Commission on May 16, 2024 by the following vote:

Yes: Wieczorek, Feiger, Howard, Lucksinger, Realo

Natalia Wieczorek (May 24, 2024 14:22 PDT)

Natalia Wieczorek, Chair

Date: May 24, 2024

Attest:

Susan Blankenship (May 24, 2024 10:41 PDT)

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.*

| Cuttoff Date | Acct# | Service Name | Bilto Name | Billto Address | Billto City State Postal | Service Address | Apn# | Qty | Past Due | Exclusion Period | Lien Amount | Payments | Deliquent Amount | Admin Fee | Total Due In | Average Per Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/30/2023 | 13415900 | 200 ASSOCIATES LLC | 200 ASSOCIATES LLC | 1427 KENTFIELD AVE | REDWOOD CITY, CA 94061 | 3928 LARCH AVE | 029-415-024-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 13345800 | ALMAGUER, JOSE | ALMAGUER, JOSE | 939 LINDA AVE - UNIT #1 | SOUTH LAKE TAHOE, CA 96150 | 939 LINDA AVE | 023-682-019-000 | 2 | $1,515.08 | ($566.40) | $948.68 | | $948.68 | $85.00 | $1,033.68 | |
| 9/30/2023 | 13543800 | AMAYA, NICOLAS | AMAYA, NICOLAS | 4156 TORREY PINE WAY | LIVERMORE, CA 94551 | 1206 BONANZA AVE | 032-152-014-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 | |
| 9/30/2023 | 10061492 | AMSDEN,ROLAND H | AMSDEN,ROLAND H | 2645 ARMSTRONG AVE | SO LAKE TAHOE, CA 96150 | 2645 ARMSTRONG AVE | 031-133-009-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 12334600 | ANT PROPERTIES INC | ANT PROPERTIES INC | 2880 SUNRISE BLVD | RANCHO CORDOVA, CA 95742 | 3330 CAPE HORN RD | 027-231-034-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 12169800 | ARMLIN, CHARLOTTE | ARMLIN, CHARLOTTE | 2758 BENT TREE COURT | FAIRFIELD, CA 94534 | 1127 CRAIG AVE | 027-232-023-000 | 2 | $924.67 | ($515.72) | $408.95 | | $408.95 | $85.00 | $493.95 | |
| 9/30/2023 | 13439600 | ARNETT, SAVANNA | ARNETT, SAVANNA | 1231 TATA LN | SO LAKE TAHOE, CA 96150 | 1231 TATA LN | 032-251-016-000 | 1 | $769.57 | ($249.85) | $519.72 | | $519.72 | $85.00 | $604.72 | |
| 9/30/2023 | 12777100 | ARTHURS, PATRICK | ARTHURS, PATRICK | 715 ELOISE AVE | SOUTH LAKE TAHOE, CA 96150 | 715 ELOISE AVE | 023-271-026-000 | 2 | $1,527.44 | ($567.72) | $959.72 | | $959.72 | $85.00 | $1,044.72 | |
| 9/30/2023 | 10096474 | BALLARD, MICHAEL | BALLARD, MICHAEL | PO BOX 19992 | SO LAKE TAHOE, CA 96151 | 3812 MARKOFER WAY | 028-042-017-000 | 2 | $1,386.30 | ($493.25) | $893.05 | | $893.05 | $85.00 | $978.05 | |
| 9/30/2023 | 11004183 | BARNETT, SUSI | BARNETT, SUSI | PO BOX 13331 | SO LAKE TAHOE, CA 96151 | 1118 CARSON AVE | 031-154-001-000 | 1 | $434.04 | ($153.24) | $280.80 | | $280.80 | $85.00 | $365.80 | |
| 9/30/2023 | 12231500 | BAUMFLEK, DIANE | BAUMFLEK, DIANE | 1176 MARGARET AVE | SOUTH LAKE TAHOE, CA 96150 | 1176 MARGARET AVE | 032-277-024-000 | 1 | $857.61 | ($296.38) | $561.23 | | $561.23 | $85.00 | $646.23 | |
| 9/30/2023 | 12300200 | BEBOUT, ALEXANDER | BEBOUT, ALEXANDER | 1120 CRAIG AVE | SOUTH LAKE TAHOE, CA 96150 | 1120 CRAIG AVE | 027-231-002-000 | 1 | $778.87 | ($287.77) | $491.10 | | $491.10 | $85.00 | $576.10 | |
| 9/30/2023 | 10040460 | BENAROYA,AL | BENAROYA,AL | 1103 MAGGIE LANE | WALNUT CREEK, CA 94597 | 2304 UTAH AVE | 023-743-018-000 | 1 | $460.78 | ($265.91) | $194.87 | | $194.87 | $85.00 | $279.87 | |
| 9/30/2023 | 10062421 | BLAYLOCK,EDWIN L | BLAYLOCK,EDWIN L | 148 MCKINNEY AVE | PACIFICA, CA 94044 | 806 TAHOE KEYS BLVD | 023-912-006-000 | 1 | $762.53 | ($249.27) | $513.26 | | $513.26 | $85.00 | $598.26 | |
| 9/30/2023 | 11052851 | BLUSH, MARGARET E | BLUSH, MARGARET E | 853 TAYLOR WAY | SO LAKE TAHOE, CA 96150 | 853 TAYLOR WAY | 023-633-009-000 | 1 | $753.12 | ($249.29) | $503.83 | | $503.83 | $85.00 | $588.83 | |
| 9/30/2023 | 13528800 | BOOKER, RACHEL DEANN | BOOKER, RACHEL DEANN | 27 SUNSET DR | KENSINGTON, CA 94707 | 3702 VERDON LN | 030-352-008-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 | |
| 9/30/2023 | 13072500 | BORING, DANIEL | BORING, DANIEL | 738 MICHAEL DR | SOUTH LAKE TAHOE, CA 96150 | 738 MICHAEL DR | 023-751-013-000 | 1 | $548.45 | ($266.00) | $282.45 | | $282.45 | $85.00 | $367.45 | |
| 9/30/2023 | 13400900 | BRICENO, JULIO | BRICENO, JULIO | 221 MOUNTAIN VIEW AVE | SANTA CRUZ, CA 95062 | 3314 CAPE HORN RD | 027-231-014-000 | 1 | $823.59 | ($293.61) | $529.98 | | $529.98 | $85.00 | $614.98 | |
| 9/30/2023 | 10008877 | BRICKER,CHARLES | BRICKER,CHARLES | PO BOX 7272 | SO LAKE TAHOE, CA 96158 | 2198 MONTEREY DR | 022-051-002-000 | 1 | $738.71 | ($248.78) | $489.93 | | $489.93 | $85.00 | $574.93 | |
| 9/30/2023 | 10091065 | BROWER, JANIS | BROWER, JANIS | PO BOX 19965 | SO LAKE TAHOE, CA 96151 | 3577 BILL AVE | 027-112-008-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 10030228 | BROWN, NICHOLAS | BROWN, NICHOLAS | PO BOX 9011 | SO LAKE TAHOE, CA 96158 | 2182 VENICE DR | 022-032-016-000 | 1 | $502.74 | ($243.80) | $258.94 | | $258.94 | $85.00 | $343.94 | |
| 9/30/2023 | 10003786 | BUSCH, AMY | BUSCH, AMY, DUNLAP, JOHN | 5311 VIRGINIA WAY | SACRAMENTO, CA 95822 | 2363 WASHINGTON AVE | 023-700-019-510 | 4 | $4,239.38 | ($1,199.55) | $3,039.83 | | $3,039.83 | $85.00 | $3,124.83 | |
| 9/30/2023 | 10031348 | BYDAND UNLTD TRUST | BYDAND UNLTD TRUST | 5608 MEMORY WAY | FAIR OAKS, CA 95628 | 1023 JOHNSON BLVD | 027-180-017-000 | 5 | $3,820.55 | ($1,238.35) | $2,582.20 | | $2,582.20 | $85.00 | $2,667.20 | |
| 9/30/2023 | 10021571 | CASTRUITA,DARREL & LESLEY | CASTRUITA,DARREL & LESLEY | 2214 TEXAS AVE | SO LAKE TAHOE, CA 96150 | 2214 TEXAS AVE | 022-132-010-000 | 1 | $659.57 | ($288.30) | $371.27 | $140.00 | $231.27 | $85.00 | $316.27 | |
| 9/30/2023 | 10061514 | CHADWICK, JOHN | CHADWICK, JOHN | 512 W 8TH ST | ANTIOCH, CA 94509 | 1169 CARSON AVE | 031-201-020-000 | 1 | $622.04 | ($269.67) | $352.37 | | $352.37 | $85.00 | $437.37 | |
| 9/30/2023 | 11023244 | DOMNIE, SCOTT & ROBIN | DOMNIE, SCOTT & ROBIN | 3419 BRUCE DR | SO LAKE TAHOE, CA 96150 | 3419 BRUCE DR | 025-393-023-000 | 1 | $693.14 | ($246.61) | $446.53 | | $446.53 | $85.00 | $531.53 | |
| 9/30/2023 | 10110450 | DRAKE, ELIZABETH | DRAKE, ELIZABETH | 1860 D ST | SOUTH LAKE TAHOE, CA 96150 | 1860 D ST | 032-281-002-000 | 1 | $817.44 | ($248.73) | $568.71 | | $568.71 | $85.00 | $653.71 | |
| 9/30/2023 | 11065234 | DUFF, RYAN | DUFF, RYAN | 2681 ALMA AVE | SO LAKE TAHOE, CA 96150 | 2681 ALMA AVE | 031-204-005-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 13581400 | DUMANTAY, ERWIN | DUMANTAY, ERWIN | 3280 COLDWATER DR | SAN JOSE, CA 95148 | 880 ALAMEDA AVE | 026-076-009-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 | |
| 9/30/2023 | 10085022 | DURAN,DANIEL | DURAN,DANIEL | 652 CLEMENT ST | SO LAKE TAHOE, CA 96150 | 652 CLEMENT ST | 023-492-003-000 | 2 | $1,386.29 | ($493.25) | $893.04 | | $893.04 | $85.00 | $978.04 | |
| 9/30/2023 | 13046300 | ELEVATED EQUITIES, LLC | ELEVATED EQUITIES, LLC | 1317 KYBURZ AVE | SO LAKE TAHOE, CA 96150 | 1317 KYBURZ AVE | 032-211-003-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 11078602 | EYESTONE, JAMES DALE | EYESTONE, JAMES DALE | 2718 SILVERADO DR | PINOLE, CA 94564 | 821 ANITA DR | 023-653-015-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 | |
| 9/30/2023 | 12614900 | FAURIA, CRAIG | FAURIA, CRAIG | 2186 JAMES AVE | SOUTH LAKE TAHOE, CA 96150 | 2186 JAMES AVE | 023-211-015-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 10001147 | FITZSIMMONS, SEAMUS | FITZSIMMONS, SEAMUS | 120 PINEHURST WAY | SAN FRANCISCO, CA 94127 | 3340 PIONEER TRAIL | 025-670-006-000 | 1 | $1,059.40 | ($302.77) | $756.63 | | $756.63 | $85.00 | $841.63 | |
| 9/30/2023 | 11223035 | FONG, CRIEGHTON | FONG, CRIEGHTON | 2112 10TH ST | OAKLAND, CA 946062618 | 2295 HELEN AVE | 031-043-007-000 | 2 | $1,269.52 | ($544.58) | $724.94 | | $724.94 | $85.00 | $809.94 | |
| 9/30/2023 | 12596000 | FORMANEK, MICHEAL | FORMANEK, MICHEAL | 5327 E MITCHELL DR | PHOENIX, AZ 85018 | 3683 FOREST AVE | 027-075-016-000 | 2 | $1,434.98 | ($493.97) | $941.01 | | $941.01 | $85.00 | $1,026.01 | |
| 9/30/2023 | 12955700 | FOSKETT, NAKIA | FOSKETT, NAKIA | 1225 BEECHER AVE | SOUTH LAKE TAHOE, CA 96150 | 1225 BEECHER AVE | 031-277-007-000 | 1 | $622.04 | ($269.67) | $352.37 | | $352.37 | $85.00 | $437.37 | |
| 9/30/2023 | 12944900 | FUERTE, JESSIE-MARIE | FUERTE, JESSIE-MARIE | 3381 PINE HILL RD | SOUTH LAKE TAHOE, CA 96150 | 3381 PINE HILL RD | 028-311-026-000 | 1 | $489.85 | ($262.26) | $227.59 | | $227.59 | $85.00 | $312.59 | |
| 9/30/2023 | 10038512 | FURIA,MICHELE | FURIA,MICHELE | P O BOX 16462 | SO LAKE TAHOE, CA 96151 | 3533 BLACKWOOD RD | 027-356-002-000 | 1 | $519.99 | ($281.24) | $238.75 | | $238.75 | $85.00 | $323.75 | |
| 9/30/2023 | 10086282 | GARIBALDI, ARTHUR A | GARIBALDI, ARTHUR A | PO BOX 7224 | SOUTH LAKE TAHOE, CA 96158 | 965 TATA LN | 023-481-013-000 | 1 | $693.13 | ($246.61) | $446.52 | | $446.52 | $85.00 | $531.52 | |
| 9/30/2023 | 10022756 | GATTO, KRIS | GATTO, KRIS | 2320 N ST UNIT 2 | SACRAMENTO, CA 95816 | 761 SONOMA AVE | 026-124-016-000 | 1 | $753.12 | ($249.29) | $503.83 | | $503.83 | $85.00 | $588.83 | |
| 9/30/2023 | 13401200 | GONZALEZ, TERESA | GONZALEZ, TERESA | 233 FREDERICK DR | NAPA, CA 94559 | 3609 PIONEER TRAIL | 027-163-013-000 | 1 | $794.09 | ($249.92) | $544.17 | | $544.17 | $85.00 | $629.17 | |
| 9/30/2023 | 13278100 | GOODRIDGE, RYAN | GOODRIDGE, RYAN | 2106 MASON ST | SAN FRANCISCO, CA 94133 | 3788 MARKOFER WAY | 028-042-022-000 | 5 | $1,162.23 | ($980.21) | $182.02 | | $182.02 | $85.00 | $267.02 | |
| 9/30/2023 | 12559100 | GORE, RANDY & ELIZABETH | GORE, RANDY & ELIZABETH | 2454 FOUNTAIN AVE | SOUTH LAKE TAHOE, CA 96150 | 2454 FOUNTAIN AVE | 031-275-005-000 | 1 | $728.16 | ($238.23) | $489.93 | | $489.93 | $85.00 | $574.93 | |
| 9/30/2023 | 13231200 | GRANATA, ARCHIE | GRANATA, ARCHIE | 1720 SOUTH ARLINGTON AVE | RENO, NV 89509 | 3716 SPRUCE AVE | 027-162-011-000 | 1 | $622.04 | ($269.67) | $352.37 | | $352.37 | $85.00 | $437.37 | |
| 9/30/2023 | 10117692 | GREEAR, AIMEE JEAN MARIE | GREEAR, AIMEE JEAN MARIE | 858 PATRICIA LN | SOUTH LAKE TAHOE, CA 96150 | 858 PATRICIA LN | 023-573-009-000 | 1 | $517.22 | ($238.23) | $278.99 | | $278.99 | $85.00 | $363.99 | |
| 9/30/2023 | 12468100 | GREGO,GLEN | GREGO,GLEN | 1019 MORRO STREET | SAN LUIS OBISPO, CA 93401 | 4089 PINE BLVD | 029-610-026-000 | 5 | $1,312.16 | ($981.36) | $330.80 | | $330.80 | $85.00 | $415.80 | |
| 9/30/2023 | 10050334 | GUNN,RICHARD M | GUNN,RICHARD M | 811 PALOMA AVE | SO LAKE TAHOE, CA 96150 | 811 PALOMA AVE | 026-137-012-000 | 1 | $1,189.75 | ($238.23) | $951.52 | | $951.52 | $85.00 | $1,036.52 | |
| 7/31/2023 | 10117838 | HAGOOD,ASHLEY | HAGOOD,ASHLEY | 5857 JUNIPERO AVE | CARMEL, CA 93923 | 1224 BEECHER AVE | 031-272-003-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 7/31/2023 | 12864600 | HAMMOND, CHRISTOPHER | HAMMOND, CHRISTOPHER | 1111 FAIRWAY AVE | SOUTH LAKE TAHOE, CA 96150 | 1111 FAIRWAY AVE | 027-341-008-000 | 1 | $745.73 | ($400.62) | $345.11 | | $345.11 | $85.00 | $430.11 | |
| 7/31/2023 | 10057398 | HANRAHAN,DIANE | HANRAHAN,DIANE | 2081 FOREST GLEN CT | OAKDALE, CA 95361 | 2503 PONDEROSA ST | 031-284-016-000 | 2 | $1,821.67 | ($841.77) | $979.90 | | $979.90 | $85.00 | $1,064.90 | |
| 7/31/2023 | 13128800 | HEAVENLY SIERRA LODGE | HEAVENLY SIERRA LODGE | 3079 HARRISON AVE #11 | SOUTH LAKE TAHOE, CA 96150 | 3588 MACKEDIE WAY | 025-032-008-000 | 5 | $4,334.33 | ($1,755.90) | $2,578.43 | | $2,578.43 | $85.00 | $2,663.43 | |
| 7/31/2023 | 11121436 | HELMY, CHRISTOPHER P | HELMY, CHRISTOPHER P | 886 S. LOS ROBLES AVE | PASADENA, CA 91106 | 2602 WILLIAM AVE | 031-122-003-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 | |
| 7/31/2023 | 12406200 | HEMENES,ANTHONY | HEMENES,ANTHONY | 2225 WASHINGTON AVE | SOUTH LAKE TAHOE, CA 96150 | 2225 WASHINGTON AVE | 023-686-004-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 7/31/2023 | 10073210 | HOLOBAUGH,KURT W | HOLOBAUGH,KURT W | 113 KENNAR WAY | FOLSOM, CA 95630 | 2288 WASHINGTON AVE | 023-903-013-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 | |
| 7/31/2023 | 12802100 | HRABE, SUSAN | HRABE, SUSAN | 1045 CARSON AVE | SOUTH LAKE TAHOE, CA 96150 | 1045 CARSON AVE | 031-085-008-000 | 1 | $745.73 | ($400.62) | $345.11 | $250.00 | $95.11 | $85.00 | $180.11 | |
| 7/31/2023 | 13407000 | JONES, CHARLENE | JONES, CHARLENE | 1241 BEECHER AVE | SOUTH LAKE TAHOE, CA 96150 | 1241 BEECHER AVE | 031-276-007-000 | 1 | $745.73 | ($400.62) | $345.11 | | $345.11 | $85.00 | $430.11 | |
| 7/31/2023 | 11259331 | KENISON,NANCY | KENISON,NANCY | HOLLY KEISER | NAPA, CA 94559 | 717 SAN FRANCISCO AVE | 026-067-016-000 | 1 | $862.42 | ($351.18) | $511.24 | | $511.24 | $85.00 | $596.24 | |
| 7/31/2023 | 12954800 | KIM, STEVE | KIM, STEVE | 2350 WINCHESTER BLVD | CAMPBELL, CA 95008 | 1925 MARCONI WAY | 022-241-020-000 | 1 | $882.08 | ($416.10) | $465.98 | | $465.98 | $85.00 | $550.98 | |
| 7/31/2023 | 13060100 | LEBOVITZ, BENJAMIN | LEBOVITZ, BENJAMIN | 3661 REGINA RD | SOUTH LAKE TAHOE, CA 96150 | 3661 REGINA RD | 030-352-033-000 | 1 | $505.75 | ($364.51) | $141.24 | | $141.24 | $85.00 | $226.24 | |

| Cuttoff Date | Acct# | Service Name | Bilto Name | Billto Address | Billto City State Postal | Service Address | Apn# | Qty | Past Due | Exclusion Period | Lien Amount | Payments | Deliquent Amount | Admin Fee | Total Due In | Average Per Unit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/31/2023 | 11097525 | LEONARD, CHARLES | LEONARD, CHARLES | 741 TAHOE ISLAND DR | SO LAKE TAHOE, CA 96150 | 741 TAHOE ISLAND DR | 023-642-002-000 | 1 | $1,367.03 | ($468.52) | $898.51 | | $898.51 | $85.00 | $983.51 | |
| 7/31/2023 | 10002251 | LUDCKE,N | LUDCKE,N | 79 GRANDVIEW AVE | SAN FRANCISCO, CA 94114 | 879 MERCED AVE | 026-036-008-000 | 1 | $922.34 | ($351.18) | $571.16 | | $571.16 | $85.00 | $656.16 | |
| 7/31/2023 | 10130613 | MA,ALVIN K | MA,ALVIN K | 5056 WICKS LN | CASTRO VALLEY, CA 94546 | 941 MODESTO AVE | 026-112-015-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 | |
| 7/31/2023 | 10113549 | MALTASE, STEVE | MALTASE, STEVE | PO BOX 10503 | ZEPHYR COVE, NV 89448 | 1087 O'MALLEY DR | 031-092-008-000 | 5 | $1,911.52 | ($1,211.44) | $700.08 | | $700.08 | $85.00 | $785.08 | |
| 7/31/2023 | 12213700 | MASUEN, JOE | MASUEN, JOE | 8520 COKER ROAD | SALINAS, CA 93907 | 3721 PIONEER TRAIL | 027-145-014-000 | 2 | $1,573.63 | ($810.80) | $762.83 | | $762.83 | $85.00 | $847.83 | |
| 7/31/2023 | 12507300 | MC CARTHY, RYAN NICHOLAS | MC CARTHY, RYAN NICHOLAS | 57562 BAY VIEW RIDGE ROAD | WARREN, OR 97053 | 1881 AGATE ST | 023-512-015-000 | 1 | $614.09 | ($388.19) | $225.90 | | $225.90 | $85.00 | $310.90 | |
| 7/31/2023 | 10095117 | MEERLY, JAMES | MEERLY, JAMES | 406 CHERYL ST | STAGECOACH, NV 89429 | 900 SOUTH SHORE DR | 023-772-037-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 7/31/2023 | 13015000 | MEKRAKSEREE, CHIRAWAT | MEKRAKSEREE, CHIRAWAT | 904 PATRICIA LANE | SO LAKE TAHOE, CA 96150 | 1026 MOSS RD | 029-352-013-000 | 1 | $922.34 | ($351.18) | $571.16 | | $571.16 | $85.00 | $656.16 | |
| 7/31/2023 | 13410300 | MESERVA, JOHN J | MESERVA, JOHN J | PO BOX 11052 | ZEPHYR COVE, NV 89448 | 955 CREEKWOOD DR | 031-341-003-000 | 1 | $594.53 | ($351.18) | $243.35 | | $243.35 | $85.00 | $328.35 | |
| 7/31/2023 | 11206193 | MINAR, SCOTT | MINAR, SCOTT | 1630 REIDNER LANE | CENTURIA, WI 54824 | 2481 ROSE AVE | 031-185-010-000 | 1 | $751.62 | ($401.19) | $350.43 | | $350.43 | $85.00 | $435.43 | |
| 7/31/2023 | 11010254 | MITCHOFF, JACOB | MITCHOFF, JACOB | 3725 SUDBURY RD | CAMERON PARK, CA 95682 | 3680 SPRUCE AVE | 027-161-020-000 | 3 | $2,984.05 | ($1,088.54) | $1,895.51 | | $1,895.51 | $85.00 | $1,980.51 | |
| 7/31/2023 | 11010527 | MITCHOFF, JACOB | MITCHOFF, JACOB | 3725 SADBURY RD | CAMERON PARK, CA 95682 | 3673 SPRUCE AVE | 027-155-027-000 | 4 | $4,364.28 | ($1,759.50) | $2,604.78 | | $2,604.78 | $85.00 | $2,689.78 | |
| 7/31/2023 | 13363800 | MOUZOON, BEHNAM | MOUZOON, BEHNAM | 696 MODESTO AVE. #B | SOUTH LAKE TAHOE, CA 96150 | 696 MODESTO AVE | 026-094-013-000 | 2 | $1,230.91 | ($772.33) | $458.58 | | $458.58 | $85.00 | $543.58 | |
| 7/31/2023 | 10047139 | MULLINAX, DICK | MULLINAX, DICK | 2455 W. CAPITAL AVE APT 273 | W SACRAENTO, CA 95691 | 1046 MARJORIE ST | 031-093-013-000 | 1 | $881.60 | ($416.03) | $465.57 | | $465.57 | $85.00 | $550.57 | |
| 7/31/2023 | 10025550 | MURPHY, COLLIN | MURPHY, COLLIN | 947 GOLD TIP AVE | SOUTH LAKE TAHOE, CA 96150 | 947 GOLD TIP AVE | 026-243-015-000 | 1 | $614.09 | ($388.19) | $225.90 | | $225.90 | $85.00 | $310.90 | |
| 7/31/2023 | 10019437 | MURRAY,EDWARD A | MURRAY,EDWARD A | 351 DUPERU DR | CROCKETT, CA 94525 | 867 SAN FRANCISCO AVE | 026-079-006-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 | |
| 7/31/2023 | 10022772 | MUSTARD, MICHAEL | MUSTARD, MICHAEL | 1660 DREW CIR | DAVIS, CA 956166359 | 3572 SHIRLEY AVE | 027-114-020-000 | 1 | $775.73 | ($408.49) | $367.24 | | $367.24 | $85.00 | $452.24 | |
| 7/31/2023 | 10023000 | MUSTARD, MICHAEL | MUSTARD, MICHAEL | 1660 DREW CIR | DAVIS, CA 95618 | 3568 SHIRLEY AVE | 027-114-019-000 | 1 | $775.73 | ($408.49) | $367.24 | | $367.24 | $85.00 | $452.24 | |
| 7/31/2023 | 10118796 | NAND,EVELYN & SUKHANDRA | NAND,EVELYN & SUKHANDRA | P O BOX 1086 | NEWARK, CA 94560 | 2237 WYOMING AVE | 023-911-001-000 | 1 | $500.62 | ($351.18) | $149.44 | | $149.44 | $85.00 | $234.44 | |
| 7/31/2023 | 10069639 | OLIVER,PETER & KAREN | OLIVER,PETER & KAREN | 1200 JOBS PEAK DR | SO LAKE TAHOE, CA 96150 | 1200 JOBS PEAK DR | 025-375-010-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 | |
| 7/31/2023 | 10099163 | OUELLETTE, JOSEPH | OUELLETTE, JOSEPH | P O BOX 7332 | SO LAKE TAHOE, CA 96158 | 960 GLORENE AVE | 023-351-004-000 | 1 | $546.27 | ($351.18) | $195.09 | | $195.09 | $85.00 | $280.09 | |
| 8/31/2023 | 12303500 | PAPE, SANDRA | PAPE, SANDRA | 3000 SACRAMENTO AVE | SOUTH LAKE TAHOE, CA 96150 | 3000 SACRAMENTO AVE | 026-133-015-000 | 1 | $709.39 | ($392.66) | $316.73 | $584.11 | ($267.38) | $85.00 | ($182.38) | |
| 8/31/2023 | 12456400 | PENNY, KYLE | PENNY, KYLE | 2795 GREEN ST APT 5 | SAN FRANCISCO, CA 94123 | 1080 SONORA AVE | 027-131-019-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 | |
| 8/31/2023 | 10016837 | PERRYMAN,RUDOLPH | PERRYMAN,RUDOLPH | 791 REEF POINT CT | RODEO, CA 94572 | 901 SAGEWOOD DR | 031-313-003-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 8/31/2023 | 12840300 | PETRAGALLO, MICHAEL | PETRAGALLO, MICHAEL | 2191 VENICE DRIVE | SOUTH LAKE TAHOE, CA 96150 | 2191 VENICE DR | 022-031-012-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 8/31/2023 | 10005371 | PIERCE, CAROL A | PIERCE, CAROL A | 1141 CHARLES AVE | SO LAKE TAHOE, CA 96150 | 1141 CHARLES AVE | 031-173-005-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 8/31/2023 | 10015628 | POLETTI, SHARON | POLETTI, SHARON | PO BOX 2515 | SOUTH LAKE TAHOE, CA 96158 | 881 LOS ANGELES AVE | 026-106-26-100 | 1 | $839.72 | ($406.63) | $433.09 | | $433.09 | $85.00 | $518.09 | |
| 8/31/2023 | 10037508 | PRESTELLA JR,ALTON & JEANNE | PRESTELLA JR,ALTON & JEANNE | 2954 OAKLAND AVE | SO LAKE TAHOE, CA 96150 | 2954 OAKLAND AVE | 026-139-033-000 | 1 | $820.17 | ($397.31) | $422.86 | $120.17 | $302.69 | $85.00 | $387.69 | |
| 8/31/2023 | 13483900 | RAMAHA, DINA | RAMAHA, DINA | 779 PATRICIA LN | SOUTH LAKE TAHOE, CA 96150 | 779 PATRICIA LN | 023-561-002-000 | 1 | $741.07 | ($390.89) | $350.18 | | $350.18 | $85.00 | $435.18 | |
| 8/31/2023 | 11028722 | RANCK, TRACEY | RANCK, TRACEY | 168 GRACE ST | AUBURN, CA 95603 | 753 GARDNER ST | 023-625-016-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 8/31/2023 | 10050229 | RIGGS,ESTHER AND GARY | RIGGS,ESTHER AND GARY | 2328 BLITZEN RD | SO LAKE TAHOE, CA 96150 | 2158 VENICE DR | 022-032-021-000 | 1 | $649.12 | ($385.58) | $263.54 | | $263.54 | $85.00 | $348.54 | |
| 8/31/2023 | 12509500 | RIVERA, ROBERT & KIMBERLEY | RIVERA, ROBERT & KIMBERLEY | 1422 ALMOND CREST AVE | ATWATER, CA 95301 | 973 BIGLER AVE | 026-261-009-000 | 1 | $968.87 | ($420.30) | $548.57 | | $548.57 | $85.00 | $633.57 | |
| 8/31/2023 | 10131393 | ROBERTSON, KEVIN & TUYETMAI | ROBERTSON, KEVIN & TUYETMAI | 2232 OWL MEADOW ST | FOLSOM, CA 95630 | 3735 RUBY WAY | 028-121-010-000 | 2 | $959.42 | ($733.52) | $225.90 | | $225.90 | $85.00 | $310.90 | |
| 8/31/2023 | 10026158 | ROFF, TIMBER | ROFF, TIMBER | P O BOX 19924 | SO LAKE TAHOE, CA 96151 | 1034 HAM LN | 027-101-022-000 | 1 | $905.87 | ($351.18) | $554.69 | | $554.69 | $85.00 | $639.69 | |
| 8/31/2023 | 10029955 | ROFF, TIMBER | ROFF, TIMBER | PO BOX 19924 | SO LAKE TAHOE, CA 96151 | 3495 RALPH DR | 025-551-005-000 | 1 | $905.78 | ($351.18) | $554.60 | | $554.60 | $85.00 | $639.60 | |
| 8/31/2023 | 10001057 | SADARAM, ESWAR | SADARAM, ESWAR | 2314 MIRTH ST | SAN JOSE, CA 95122 | 1223-1 BONANZA AVE | 032-371-001-000 | 1 | $905.87 | ($351.18) | $554.69 | | $554.69 | $85.00 | $639.69 | |
| 8/31/2023 | 11068995 | SAFFARIAN, JALAL | SAFFARIAN, JALAL | 15855 JACKSON OAKS DR | MORGAN HILLS, CA 95037 | 699 ELOISE AVE | 023-271-019-000 | 2 | $1,584.84 | ($702.36) | $882.48 | | $882.48 | $85.00 | $967.48 | |
| 8/31/2023 | 11103243 | SAHA, PRONAY | SAHA, PRONAY | 46 LAPIDGE ST | SAN FRANCISCO, CA 94110 | 2657 KNOX AVE | 031-161-016-000 | 4 | $3,387.10 | ($1,404.72) | $1,982.38 | | $1,982.38 | $85.00 | $2,067.38 | |
| 8/31/2023 | 10061034 | SCHOTT,GENE | SCHOTT,GENE | 11550 CENTER AVE | GILROY, CA 95020 | 1262 DEDI AVE | 032-282-037-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 8/31/2023 | 12133700 | SEARCY, HEATHER | SEARCY, HEATHER | 1840 SHADY LN | SOUTH LAKE TAHOE, CA 96150 | 1840 SHADY LN | 023-621-009-000 | 1 | $737.48 | ($390.65) | $346.83 | | $346.83 | $85.00 | $431.83 | |
| 8/31/2023 | 11222897 | SEDANO, MICHAEL | SEDANO, MICHAEL | 2952 OAKLAND AVE | SO LAKE TAHOE, CA 96150 | 2952 OAKLAND AVE | 026-139-034-000 | 1 | $860.56 | ($351.18) | $509.38 | | $509.38 | $85.00 | $594.38 | |
| 8/31/2023 | 13531900 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1029 RENO AVE | 031-082-016-000 | 3 | $1,439.85 | ($1,101.00) | $338.85 | | $338.85 | $85.00 | $423.85 | |
| 8/31/2023 | 13532000 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1031 RENO AVE | 031-082-017-000 | 2 | $959.42 | ($733.52) | $225.90 | | $225.90 | $85.00 | $310.90 | |
| 8/31/2023 | 13532100 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1035 RENO AVE | 031-087-018-000 | 2 | $959.42 | ($733.52) | $225.90 | | $225.90 | $85.00 | $310.90 | |
| 8/31/2023 | 13566300 | SEP HINES LIVING TRUST | SEP HINES LIVING TRUST | 1925 MARCONI WAY | SOUTH LAKE TAHOE, CA 96150 | 1126 BOWERS AVE | 027-205-005-000 | 3 | $2,440.11 | ($1,188.24) | $1,251.87 | | $1,251.87 | $85.00 | $1,336.87 | |
| 8/31/2023 | 10102148 | SHEEHAN, DENNIS E & KELLY | SHEEHAN, DENNIS E & KELLY | PO BOX 18177 | SO LAKE TAHOE, CA 96151 | 728 TALLAC AVE | 026-067-004-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 8/31/2023 | 10087858 | SIMMONDS, JOHN E | SIMMONDS, JOHN E | 3747 ASPEN AVE, #B | SOUTH LAKE TAHOE, CA 96150 | 3747 ASPEN AVE | 027-134-017-000 | 2 | $1,584.85 | ($702.36) | $882.49 | | $882.49 | $85.00 | $967.49 | |
| 8/31/2023 | 12997900 | SOLIS, JEROME | SOLIS, JEROME | 1613 ROGER STREET | MILPITAS, CA 95035 | 3344-3 SANDY WAY | 027-652-03-100 | 1 | $1,012.60 | ($417.39) | $595.21 | | $595.21 | $85.00 | $680.21 | |
| 8/31/2023 | 10051578 | SOLWICK,JEFFREY A | SOLWICK,JEFFREY A | 2535 FOUNTAIN AVE | SO LAKE TAHOE, CA 96150 | 2535 FOUNTAIN AVE | 031-214-015-000 | 1 | $1,340.21 | ($398.64) | $941.57 | | $941.57 | $85.00 | $1,026.57 | |
| 8/31/2023 | 10090468 | TAKEYAMA,SUE | TAKEYAMA,SUE | 1405 PREMIER CT. | LAS VEGAS, NV 89117 | 1947 VENICE DR | 022-341-006-000 | 1 | $792.44 | ($351.18) | $441.26 | | $441.26 | $85.00 | $526.26 | |
| 8/31/2023 | 10009127 | TOYAMO,GARY K | TOYAMO,GARY K | P O BOX 8109 | SO LAKE TAHOE, CA 96158 | 2897 SPRINGWOOD DR | 031-331-021-000 | 1 | $786.71 | ($400.64) | $386.07 | $200.00 | $186.07 | $85.00 | $271.07 | |
| 8/31/2023 | 12395700 | TRUONG, TIFFANY | TRUONG, TIFFANY | 1449 DAKOTA AVE | SAN MATEO, CA 94401 | 1089 BOWERS AVE | 027-124-007-000 | 1 | $860.56 | ($351.18) | $509.38 | | $509.38 | $85.00 | $594.38 | |
| 8/31/2023 | 12907900 | VARGAS, JOHN | VARGAS, JOHN | 2075 ENCIMA DR | CONCORD, CA 94519 | 3601 VANDA LEE WAY | 027-204-007-000 | 1 | $792.43 | ($351.18) | $441.25 | | $441.25 | $85.00 | $526.25 | |
| 8/31/2023 | 13404000 | VITORELO, ANTHONY J. | VITORELO, ANTHONY J. | 2618 ALMA AVE | SO LAKE TAHOE, CA 96150 | 2618 ALMA AVE | 031-196-003-000 | 1 | $1,084.29 | ($425.31) | $658.98 | | $658.98 | $85.00 | $743.98 | |
| 8/31/2023 | 13347000 | WALLACE, II, JON | WALLACE, II, JON | 1197 JULIE LN | SOUTH LAKE TAHOE, CA 96150 | 1197 JULIE LN | 032-281-006-000 | 1 | $770.00 | ($397.43) | $372.57 | | $372.57 | $85.00 | $457.57 | |
| 8/31/2023 | 12390900 | WEDGE, JEFFREY | WEDGE, JEFFREY | 2699 KNOX AVE | SOUTH LAKE TAHOE, CA 96150 | 2699 KNOX AVE | 031-162-017-000 | 1 | $859.87 | ($400.58) | $459.29 | | $459.29 | $85.00 | $544.29 | |
| 8/31/2023 | 13231700 | WHITING, CHARLENE | WHITING, CHARLENE | 1620 BONITA COURT | EL DORADO HILLS, CA 95762 | 765 MODESTO AVE | 026-093-016-000 | 1 | $608.51 | ($380.92) | $227.59 | | $227.59 | $85.00 | $312.59 | |
| 8/31/2023 | 10095761 | ZARAGOZA JR,MANUEL V | ZARAGOZA JR,MANUEL V | 9450 MIRA MESA BLVD | SAN DIEGO, CA 92126 | 1022 ECHO RD | 029-351-004-000 | 1 | $792.42 | ($351.18) | $441.24 | | $441.24 | $85.00 | $526.24 | |
| 118 | | | | | | | | | $123,297.26 | ($54,796.78) | $68,500.48 | | $67,206.20 | $9,945.00 | $77,236.20 | |

# Resolution 2024-015_South Tahoe Refuse Final Delinquent Fees Report

Final Audit Report 2024-05-24

| | |
|---|---|
| Created: | 2024-05-24 |
| By: | Yvette Miranda (ymiranda@cityofslt.us) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAjxjsP85sjijlUQ55onGH4Vfk5zy2iWDB |

## "Resolution 2024-015_South Tahoe Refuse Final Delinquent Fees Report" History

Document created by Yvette Miranda (ymiranda@cityofslt.us)
2024-05-24 - 5:39:39 PM GMT

Document emailed to Susan Blankenship (sblankenship@cityofslt.us) for signature
2024-05-24 - 5:40:12 PM GMT

Email viewed by Susan Blankenship (sblankenship@cityofslt.us)
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Document e-signed by Susan Blankenship (sblankenship@cityofslt.us)
Signature Date: 2024-05-24 - 5:41:28 PM GMT - Time Source: server

Document emailed to nwieczorek@cityofslt.us for signature
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Email viewed by nwieczorek@cityofslt.us
2024-05-24 - 9:21:56 PM GMT

Signer nwieczorek@cityofslt.us entered name at signing as Natalia Wieczorek
2024-05-24 - 9:22:12 PM GMT

Document e-signed by Natalia Wieczorek (nwieczorek@cityofslt.us)
Signature Date: 2024-05-24 - 9:22:14 PM GMT - Time Source: server

Agreement completed.
2024-05-24 - 9:22:14 PM GMT

NOTICE OF A PUBLIC HEARING CITY OF SOUTH LAKE TAHOE CITY COUNCIL

NOTICE IS HEREBY GIVEN that in accordance with Sections 65090 and 65091 (Planning and Zoning Law) of the Government Code: the City of South Lake Tahoe City Council will conduct a public hearing on June 18, 2024 at 5:30 p.m., or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe Airport, to consider the following:

- South Tahoe Refuse Delinquent Fees Report

*Summary: The City Council will be considering the South Tahoe Refuse Delinquent Fees Report and directing the Finance Department to send a Certified Copy of the Report to the El Dorado County Auditor-Controller to add the delinquent amounts to the county property tax rolls for collection, gschooleman@cityofslt.us*

Any interested person may appear at the public hearing and present written testimony or speak in favor 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 in written correspondence delivered to the 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 to PublicComment@cityofslt.us or mailed to 1901 Lisa Maloff Way, Suite 206, South Lake Tahoe, CA 96150. City Council agendas 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.

**Published: June 7, 2024**

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**21

**Agenda Item:** Cannabis Revenues Grant Program Award Recommendations

**Executive Summary:** On June 20, 2023, The City Council adopted Resolution No. 2023 - 016 updating the Cannabis Revenue Policy, Grant Program Process and Guidelines. Under the City Council policy for these grants (adopted May 18, 2021), up to half the previous year's cannabis revenues received is available for 2023 awards. $400,000 was reserved for this program for the 2024 - 2025 project year. The application period for the City's Cannabis Revenues Grant Program was April 15 - May 15. The review team met and considered 34 applications for $1,125,873, and 14 are recommended for awards totaling $411,861.32.

**Requested Action / Suggested Motions:** 1) Pass a Resolution appropriating an additional allocation of $6,257.45 of Cannabis Program Revenue toward the 2024 Cannabis Revenue Grant Program for a total amount of $411,861.32; 2) Pass a Motion authorizing Councilmember Wallace to execute the Resolution; and 3) Pass a Motion approving the grant awards to the projects recommended by the grant application review committee.

**Responsible Staff Member:** Sara Letton, Sustainability Coordinator

**Reviewed and Approved By:** Sue Blankenship, City Clerk Heather Stroud, City Attorney Olga Tikhomirova, Finance Director Joe Irvin, City Manager

**Attachments:**

- 02-Resolution - Cannabis Revenue Grant Funding.docx
- 03 - Res 2023-016 Cannabis Revenue Policy Process and Guidelines.pdf
- 01 - Staff Report Cannabis Revenues Grant Awards 2024.docx

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

## Meeting Date: June 18, 2024

**Title: 2024 Cannabis Revenues Grant Program Recommendations for Awards**

**Location:** Citywide

**Responsible Staff Member:** Sara Letton, Sustainability Coordinator, (530) 542-6175

**Background:** On May 18, 2021, City Council adopted Resolution No. 2021-039, establishing the Cannabis Community Benefit Fee Revenue Allocation Policy. Under this policy, City Council committed to allocating up to 50 percent of the previous year's cannabis revenue to a community benefit grant program. On March 15, 2021, the City Council adopted Resolution No. 2022-030 to establish the Cannabis Revenue Grant Program Process and Guidelines. On March 14, 2023 those guidelines were updated and adopted by City Council. Under these Guidelines, grants are to be awarded annually to South Lake Tahoe organizations whose projects contribute to mitigating the potential impacts of the cannabis industry in the city, and which help promote and address the priorities of the City Strategic Plan, including Built Environment, Recreation and Equitable Access, Community for All, Economic Development and Core Services & High Performing Government. Pursuant to these policies, $400,000 of cannabis revenue was committed towards this grant program for 2024, which is the same amount as 2023 and 2022.

**Issue and Discussion:** The review team engaged in a process developed by staff, within the council-adopted guidelines, and informed by the pilot year experience. All applications received at least two reviews by team members. Application questions were scored and totaled for each applicant. An average absolute score was ascribed to each. An efficiency score was calculated by dividing the average score by the amount requested. The applications were ranked. Projects were then selected for recommendation of award by the review team by consensus.

Thirty-four (34) applications were reviewed by the grant review committee, consisting of the Mayor Pro Tem, one City Council Finance Committee member, the City Manager, and the City's Finance Director. For Council's discussion and/or approval, the committee brings recommendations for awarding fourteen (14) projects that were most consistent with the criteria. All projects are recommended for funding at their full request. The following is the list of organizations recommended for awards, the amount they have requested, and with a brief project description, in no order:

| Applicant | Brief Project Description, as written by the applicants | Request |
|---|---|---|
| St. Theresa Bread and Broth | All funding from this grant would be used to purchase fresh food for our "Green Goals" project. The "Green Goal" project was instituted several years ago to ensure that each week we purchase fresh dairy products and fresh fruits and vegetables to distribute to diners that attend our Monday Meal hot dinner meal service. Each Monday, dinner guests receive bags of groceries as well as our "Green Goal" bag. This bag contains a minimum of 8 fruits and vegetables and fresh dairy. Families receive two bags. Although we get other groceries from the El Dorado Food Bank, the Food Bank of Northern Nevada, and donations from local grocery stores and restaurants, we must purchase fresh produce and dairy each week. Over the last year, we have increased the budget allocation for the "Green Goal" project to $1200 per week. The Bread and Broth Advisory Board has approved this due to the rising cost of food as well as the increasing average number of dinner guests we serve each Monday (85 - 135 guests per week). | $15,000.00 |
| Encompass Youth | Our project is framed within three focus areas that provide the information, skills and support needed to transition successfully to adulthood: Education/Job Readiness, Health and Well-being, and Independent Living.<br><br>The funding will be spent to provide services and resources within these three areas needed to help fill the gaps that exist within the community for these young people. Following are examples of how the funding will be spent:<br><br>1. Supplies: Supplies to best serve the youth.<br>2. Essential Needs: Food, toiletries, clothing, emergency shelter, rental & utilities assistance, transportation.<br>3. Health Needs: Substance use and mental health counseling, dental, and physical health support.<br>4. Positive Youth Development: Pro-social enrichment, academic recognition, educational and job training programs, social and emotional growth with support from caring adult Volunteer Navigators.<br>5. Training and Development: Webinars and other training support.<br>6.Telecommunications: Website maintenance and hosting, and newsletter platform for outreach and communication.<br>7. Indirect costs: Supporting a portion of the operations of the organization. | $25,000.00 |

| | | |
|---|---|---|
| Gateway Mountain Center | Over the past 3 years, Gateway Mountain Center has served more than 90 distinct youth in South Lake Tahoe, with a significant portion from communities facing the greatest inequities regionally. In 2021 we created a new program called Youth Ecology and Adventure (YEA!) to support South Lake Tahoe's growing need for equitable access to outdoor recreation programming for youth.<br><br>YEA! programs feature Summer Camps, School Year Programs, and Junior Guide Internships. All programs are free for referred youth and include adventures in nature, environmental education, mindfulness, and life skills to build confidence and resilience.<br><br>Funding supports planning, administration, and implementation of our programming in South Lake Tahoe including staff time (guiding & training), transportation costs, campsite/location fees, recreation services, food, supplies and equipment.<br><br>Funding will also support crafting Gateway Mountain Center's strategic planning for a South Lake Tahoe Youth Wellness Center for teens while school is out of session and continued youth support through our Junior Guide Internship program. The Youth Wellness Center will also serve as a gear lending locker and office space for YEA! Programs. | $50,000.00 |
| Marcella Foundation | We aim to pioneer a tech-driven, data-centered food recovery solution for SLT, leveraging our experience in engineering and entrepreneurship. SLT has the highest food insecurity rating in our region, with 16% in "great need." We seek $25K to address food insecurity and climate change through a custom-built, white label app that will help organize charitable food rescue logistics. Total cost is $155K, with Foundation covering staff time, project supplies, app fees, and Food Rescue Hero contributing $10K in seed funding. The app takes six weeks to develop and will be ready to power a brand-new food rescue initiative starting in Sept 2024. This incredible technology is used nationwide to manage food donations, mobilize volunteer drivers, coordinate real-time food rescue, and report GHG reduction. The app will have one dashboard to onboard, receive, and dispatch every food donation to local nonprofits, with live rescue tracking. It's volunteer-friendly, providing detailed reporting on pounds of food rescued, meals served, and GHGs reduced. Local nonprofits and food banks support the idea, noting they struggle with food recovery logistics, data management, volunteer recruitment, and the need for more food donations. | $25,000.00 |
| South Tahoe Amateur Hockey | Youth participation is vital to our program's success in achieving our mission of promoting youth ice hockey at all ages. We will use these funds to replace our rink dividers for our 8 and under program and secure new loaner gear for up to 20 players. Our current rik dividers are 15 years old and are in disrepair. Newer dividers are available that do not require volunteers to hold them throughout an 8U game. Rink dividers are essential for our youngest ages as it helps us divide the rink into appropriate sized rink for 8U players and enhances their development by allowing more involvement in the play and more touches of the puck. The dividers are essential for our youngest players to travel elsewhere and play on 8U rinks. They also allow us to host local tournaments and NorCal Jamborees, inviting families from all over to visit Tahoe and play hockey. These families stay in local hotels and eat at local restaurants boosting the local economy. The loaner gear is essential for erasing the financial barrier to local kids to jin and try our program. If gear is provided, the cost of playing hockey is similar to other sports such as soccer and basketball. | $24,400.70 |

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| TASK | TASK is excited to move our mission forward as our own 501c3. Funds will be used to continue our Did You Know Campaign, which was successfully launched last year. The Campaign provided a space for engagement and positive conversation around our monthly topics helping to connect resources to support our community. The campaign has been an effective way to share resources and tips, especially through our social media site. Our followers grew on social media this past year, but we realized our website needs to be updated to act as a functioning resource for information. Once the website is updated it will house our Did You Know Campaigns and resources that can be easily accessed. Funds will support a staff member to keep the site relevant, launch a monthly newsletter, and engage on our social media sites. Funds will also support the Social Emotional Learning (SEL)Programs. Working in the schools allows us to meet students where they are and give them space to build and practice SEL skills. Through programs like Challenge Days, students have opportunities to voice ideas, connect with peers and staff, and practice SEL skills. The pilot of Soul Shoppe last year at Sierra House Elementary School was successful at building SEL skills to deal with big emotions, build healthy relationships, and learn tools for positive communication during conflict. TASK will use funds to help bring the program to Tahoe Valley Elementary School to support their students. | $50,000.00 |
| Lake Tahoe Historical Society | Our project is to connect the community to the history of the south shore of Lake Tahoe through the annual Western Days. The City of South Lake Tahoe would sponsor a wagon led by two horses in the 76th annual Highway 50 Wagon Train on the second weekend of June 2025. It will have a City of South Lae Tahoe banner on the side throughout the one-week journey between Stateline and Placerville. It will carry four local children with an adult on the kickoff day of the event. The funds will also support the festivities at the museum complex the day before the wagons proceed through South Lake Tahoe. | $6,650.00 |
| High Sierra Softball | This is a one-time equipment purchase to replace existing worn and outdated gear as well as to acquire new equipment to improve the quality of instruction HSS can provide to players. We expect this would benefit the local softball program for many years to come. In a perfect world HSS would acquire gear to outfit 5 teams in each of the 4 divisions: 60 helmets, 60 bats, 20 sets of catcher's gear, 200 balls, 20 gear bags, 6 sets of bases (3 in ground, 3 heavy duty on ground), 6 field rakes, 3 field brooms, 3 sifting scoop shovels, 2 field tampers, 4 base anchor dugout tools, 2 nail drags, 4 hand drags, 6 batting tees, 2 pitching machines, 2 line chalkers, 2 line painters, chalk and paint, string line, 2 x 100' tape measures, and 6 hitting/pitching nets. Of note, some equipment is per team and other equipment is per practice location. At current market prices the total cost is $24,725.62. However, manufacturers and vendors for this type of equipment sometimes offer bulk purchase/youth sports/closeout discounts and we hope to gain some efficiency through strategic purchasing. A partial award would allow us to make proportional progress towards project objectives. | $24,725.62 |

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| Mountain High Recovery Center | MHRC will partner with South Tahoe High School to provide early intervention treatment services to adolescents with cannabis, vaping, or other identified substance use issues. Students will be identified voluntarily through the Wellness Center or required to attend services as a condition of disciplinary action if under the influence or possessing substance use paraphernalia on campus 2 or more times during a school year. MHRC will provide a 6-week, early intervention substance use treatment group 3x per week during students' flex periods. Additional individual services and family support will be provided based on severity of substance use identified during initial screening. In addition, MHRC will attend school events throughout the year to gather additional data related to student substance use trends and provide information regarding risks of substance use to reduce substance use in low-risk population. Funding from the grant will supplement funding secured through the El Dorado County Opiate Grant. This funding will allow MHRC to hire a part-time substance use counselor dedicated to this program. | $48,000.00 |
| Tahoe Art League | For two years, we have received Cannabis funds to support art classes for at risk kids/adults and murals around town. Both programs have been a success. We are seeking funds to expand them once again this year and hope to make them self-sustaining in the future. ART CLASSES: Last year, we piloted art classes into the FRC to better target kids in need. We also piloted a few classes for kids/adults with Special Needs. This is a very underserved group and those classes were a huge hit. We would like to continue to refine those classes and offer 2 classes/month at FRC for 1st - 8th grade students. As well we would offer 2 classes/month for Special Needs kids/adults. MURALS: We have just gotten 2 new murals approved and have 3-5 additional murals we hope to fund. With this grant and matching funds, we can have 2-3 more installed. We are very excited as one is a mural done by a member of the Washoe Tribe. Another will be done with help from members of the Special Needs Community. The third is a striking depiction of a man coming out of the lake with his dog. The fourth is a close up of bees inside a flower depicting the importance of local pollinators. Our future model is to find businesses that can supply matching funds. | $15,620.00 |
| Tahoe Rim Trail Association | his project will help students facing barriers gain practical and personal skills through two programs at the TRTA: the Youth Backcountry Camp (YBCC) program and Trail Stewards program. In the YBCC program, 150 middle and high-school students from 12-17 years-old will discover resilience and practice sustainable recreation on a four-day, technology free backpacking trip in Tahoe's backcountry. This fully-outfitted program is offered at no cost to youth facing barriers to outdoor access, who are recruited through collaboration with local organizations such as SOS Outreach. In the Trail Stewards program, a 10–15-person cohort of college students will attend a series of trail work days to learn first-hand about the principles that guide sustainable trail building and maintenance. Students will explore a new career field while connecting with a world-class recreation system in their own backyard. CRGP funding would support inclusion training, staff time for project planning and implementation, material workday support, printing and reproduction for promotion and registration, software expenses to use ArcGIS StoryMaps for project reporting and promotion, and a 10% de minimis in-direct cost rate. | $29,700.00 |

| | | |
|---|---|---|
| STMS PTA | After piloting afterschool enrichment clubs at the middle school this past year, we want to continue to grow the program. We would use these funds to sponsor 10 afterschool enrichment clubs with stipends and supplies for fall and spring clubs. Before we had the grant last year, there were few options for afterschool activities that were free and on campus. This was exactly the time when kids tend to get into trouble and experiment with drugs and alcohol. There is interest in many of the same six clubs that we ran this year in addition to a football club and a volleyball club for next year. We plan to pay the Club Advisors $1500 stipend and provide approximately $600 for supplies per club. | $21,000.00 |
| El Dorado Community Foundation | EDCF is fiscally sponsoring two projects: The Drug Store Project and Christmas Cheer All Year. The Drug Store Project funds will be spent toward 300 6th graders to participate in the DSP, a reality-based presentation provided by 45 agencies and 200+ volunteers at LTCC, teaching what can happen with substance use/abuse. Funds will cover the majority of the program costs. The goal is to educate youth on the dangers of drugs. They will bring home educational materials and harm reduction materials for families to make homes safer. Christmas Cheer All Year was founded with the goal of serving as many varying needs of our most marginalized community members. The program services include food assistance, as well as clothing distribution. Rather than just spreading the hope and joy of the holiday season once a year, this operates year round. Funding will be allocated to secure more food for distribution to all food insecure families, as well as purchase and register a delivery truck to help ensure that no community member goes unserved with these essentials. | $46,765.00 |
| Sober Grad Night | rad Night's funding request primarily covers entertainment and vendor expenses. As costs for individual hires have risen significantly over time, and donations have declined substantially, this funding is crucial to ensure the event's success. The grant will support these essential elements of our event, providing a memorable and enjoyable experience for each graduating senior. Additionally, we plan to allocate funds towards purchasing a memorable gift to enhance their experience and commemorate their achievements. We have chosen to partner and rotate through 3 local vendors; Tahoe Heartbeat, Made in Tahoe, and Lovin Lake Tahoe. We also plan to collaborate with Visit Lake Tahoe Visitors Authority to provide sustainable water bottles for attendees and volunteers, promoting environmental responsibility. This partnership aligns with our commitment to sustainability and community engagement. Last year's City Cannabis Grant facilitated the essential purchase of a new storage container and shelving, demonstrating the impact of such funding on our event's infrastructure. With continued support, Grad Night's ability to provide a safe and enjoyable celebration for graduates would be protected. | $30,000.00 |
| | Total of all recommended project requests | $411,861.32 |

**Financial Implications:** $400,000 was originally designated for this program in the midyear budget request, according to the Policy. The recommendations for awards totals $411,861.32. At least $5,608.87 was left unspent from the 2023 grant program allocation of $408,625. The review team recommends allocating and additional $6,257.45 to fund the 14 projects at their full requested amount.

**Environmental Considerations:** This is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(2) (continuing administrative activities).

**Policy Implications:** The program is guided by the Cannabis Community Benefit Revenue Allocation Policy and was funded according to that Policy. The awarded projects fall within the guidelines approved by City Council, and all will help achieve progress on the City's Strategic Plan. To be eligible, each applicant had to name at least one Strategic Priority addressed by their project. More points were earned by projects that addressed more Priorities.

# Resolution 2024-XXX

## Adopted by the City of South Lake Tahoe City Council

## June 18, 2024

## Appropriating an Additional Allocation of $6,257.45 of Cannabis Program Revenue toward 2024 Cannabis Revenue Grant Program

**BACKGROUND**

A. On February 19, 2019, the City Council adopted Ordinance No. 2019-1126 which regulates cannabis businesses in order to ensure the health, safety, and welfare of the residents of the city of South Lake Tahoe and visitors.

B. Cannabis businesses pay a cannabis business license tax equal to six percent of gross receipts.

C. On May 18, 2021, City Council adopted Resolution 2021-039 which established the Cannabis Community Benefit Fee Revenue Allocation Policy, and on June 20, 2023, adopted Resolution 2023-016 which updated the Cannabis Revenue Grant Program Process and Guidelines.

D. Pursuant to these policies, $400,000 of cannabis revenue was committed towards this program for 2024.

E. The City's grant review committee received and reviewed thirty-four eligible (34) applications and selected fourteen (14) projects, resulting in a total recommended award amount of $411,861.32.

F. At least $5,608.87 was left unspent from the 2023 grant program allocation of $408,625.

G. Sufficient fund balance is available in the Cannabis Special Revenue Fund to allocate additional funding and cover the remaining budgeted expense through the end of the fiscal year of 9/30/2024.

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

1. Appropriates additional allocation of the Cannabis Community Benefit Fee revenue to the City's Cannabis Revenues Grant Program of $6,257.45.

2. Approves the amendment to the budget in account 223-02120 as follows:
   Expense 44032 Contributions/Sponsorship $6,257.45

Adopted by the City of South Lake Tahoe City Council on June 18, 2024, by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____

Councilmember

Attest:

_____

Susan Blankenship, City Clerk

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

# Resolution 2023-016

**Adopted by the City of South Lake Tahoe**
**City Council**

**March 14, 2023**

## Adopting the 2023 Cannabis Revenue Policy, Grant Program Process and Guidelines

### BACKGROUND

A. On May 18, 2021 the City Council adopted the cannabis community benefit fee revenue allocation policy to create a community-wide benefit grant program. This program will provide funding opportunities to local schools, government agencies and non-profit organizations with programs or projects designed to mitigate potential impacts of the cannabis industry in South Lake Tahoe and which promote the priorities of the City Strategic Plan.

B. Cannabis businesses pay a business license tax pursuant to Measure G, adopted by voters on November 8, 2022, equivalent to six (6) percent of Gross Receipts and $20/square foot of canopy for cultivation.

C. The proposed 2023 community-wide cannabis revenue grant program application process and guidelines (Exhibit A) to this Resolution have been developed to assist the City in an annual review of proposals for funding opportunities to local schools, government agencies and non-profit organizations with programs or projects designed to mitigate potential negative impacts of the cannabis industry in South Lake Tahoe and which promote the priorities of the City Strategic Plan.

D. The 2022 grant program pilot year has, to date, successfully managed 14 grant projects in the community. Projects will close out in spring and summer 2023.

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

1. Approves the 2023 Cannabis Revenue Policy, Grant Program Process and Guidelines attached hereto as Exhibit "A."

Adopted by the City of South Lake Tahoe City Council on March 14, 2023 by the following vote:
Yes: Creegan, Friedrich, Robbins and Wallace
Recused: Bass

Cristi Creegan
Cristi Creegan (Mar 16, 2023 15:36 PDT)

Date: Mar 16, 2023

Cristi Creegan, Mayor

Attest: Sue Blankenship (Mar 15, 2023 10:46 PDT)

Susan Blankenship, City Clerk

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

**CANNABIS REVENUE POLICY**

**GRANT PROGRAM**

**2023 Process & Guidelines**

To assist the City Council in the evaluation of the community-wide cannabis revenue 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 mitigate potential negative impacts of the cannabis industry in South Lake Tahoe and which promote the priorities of the City Strategic Plan. The City's Strategic Priorities are Built Environment, Recreation and Equitable Access, Community for All, Economic Development and Continuous Improvement. The Strategic Plan can be found here: https://www.cityofslt.us/DocumentCenter/View/15828/City-of-SLT- Strategic-Plan-web-version

Please note that this is a grant program for project funding. It is not a donation or sponsorship program. Strong applications will directly address one or more Strategic Priorities while also addressing potential negative impacts of the cannabis industry.

## GRANT DETAILS

- Grant amounts will range from $1,000 to $50,000.
- Funds must be expended within one year
- No more than a 10% 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.

## WHEN CAN I APPLY?

The City grant program will open on April 15, and the submittal period will remain open until 11:59 p.m. on May 15.

## ELIGIBILITY

- You must have a current City of South Lake Tahoe Business License at the time of application submittal.
- Your entity and proposal must be focused on efforts to mitigate potential impacts of the cannabis industry in South Lake Tahoe and promote the priorities of the City Strategic Plan.
- Your entity must be located within the city limits or serve the community of South Lake Tahoe, CA.
- One application per entity
- If you are a past year recipient you must be in compliance with the annual reporting requirement, which includes the submittal of a written report detailing how your previous award was expensed to the City no later than March 31 following a previous year's grant award.
- Must meet all requirements outlined in the city's "Financial Policy 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 the grant committee, consisting of the Mayor, one City Council Finance Committee member, the City Manager and the City's Finance Director.
- The grant committee will make recommendations to the City Council no later than June 30 annually 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
2. A current IRS Form W-9 showing your Taxpayer ID
3. For nonprofits, attach your IRS letter with proof of tax-exempt status and a screenshot of Secretary of State Business Search website showing ACTIVE status of your nonprofit
4. For governmental agencies, attach federal TIN documentation
5. Federal tax return 990/990-PF or previous year audited financial statement OR a previous year audited financial statement

**Please submit the application form and the supporting documentation via email to**

Grantprogram@cityofslt.us

**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 May 15.**

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

# Res 2023-016 Cannabis Revenue Policy Process and Guidelines

Final Audit Report 2023-03-16

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## "Res 2023-016 Cannabis Revenue Policy Process and Guidelines" History

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# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**22

**Agenda Item:** Presentation of Elections Code Section 9212 Report for Vacancy Tax Citizens Initiative Petition

**Executive Summary:** On May 7, 2024, City Council requested that staff prepare a report under Elections Code section 9212 for the Vacancy Tax Citizens Initiative ("Initiative"), which has qualified to be on the ballot on November 5, 2024. The purpose of this report is to assist the electorate in making an informed decision on the Initiative. To that end, City staff, with assistance from HdL on quantitative analysis, has prepared the report covering the topics as directed by City Council. In summary, the report estimates that if adopted and implemented as written, the Initiative would have a net positive fiscal impact. First year revenue estimates, based on assumptions on a portion of the potentially vacant properties being subject to exemptions and some vacant properties being undiscovered/noncompliant, are between $4.16 million to $8.33 million, with first year implementation costs including startup costs estimated at $986,000. Second and subsequent year revenue estimates, based on similar assumptions, range from $10 million to $20 million, with ongoing implementation costs of $608,200 per year. The report also includes analysis on the effect on use of land, availability of housing, and ability of the City to meet its regional housing needs, impact on funding for transportation infrastructure, a high-level legal analysis, privacy impacts, impacts on the market value of real estate, and the best methods to determine vacancies.

**Requested Action / Suggested Motions:** Pass a Motion to accept Elections Code Section 9212 Report and direct City Clerk to post final version online.

**Responsible Staff Member:** Heather Stroud, City Attorney, and Olga Tikhomirova, Director of Finance

**Reviewed and Approved By:** Susan Blankenship, City Clerk

**Attachments:**

01 - Staff Report - Presentation of Elections Code 9212 Report.docx
02 - 9212 Report for Vacancy Tax Initative.pdf

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

## Meeting Date: June 18, 2024

**Title: Presentation of Elections Code Section 9212 Report for Vacancy Tax Citizens Initiative Petition**

**Location:** Citywide

**Responsible Staff Members:** Heather Stroud, City Attorney (530) 542-6046
Olga Tikhomirova, Director of Finance (530) 542-7431

**Background:** On April 22, 2024, the City Clerk received the citizens initiative petition entitled "An Initiative Measure to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe" back from Locals for Affordable Housing with 2,471 signatures purporting to be signatures of qualified electors. The City Clerk delivered the petition via El Dorado County courier to the El Dorado County Elections Department in Shingle Springs for examination. On May 15, 2024, the County Elections Department notified the City Clerk that the petition exceeded the necessary number of valid signatures, which is 1,159 signatures from South Lake Tahoe registered voters.

Meanwhile, on May 7, 2024, City Council passed a motion requesting an Elections Code section 9212 report for the Vacancy Tax Citizens Initiative to be presented at the June 18 City Council meeting, to cover its fiscal impact (positive and negative), its effect on the use of land, availability of housing, and the ability of the City to meet its regional housing needs, and its impact on funding for infrastructure including transportation infrastructure, contingent on the City Clerk certifying the sufficiency of the petition. Council's motion also requested that the report include other matters: methods for determining vacancy, impact on property values, a list of differences with vacancy taxes adopted by other cities, and an initial high-level legal analysis. The motion directed that the report be as broad as possible given the time constraints.

The City Clerk presented a certificate of sufficiency of the petition to City Council at its meeting on June 4, 2024.

**Issue and Discussion:** In its entirety, Elections Code section 9212 states:

> (a) During the circulation of the petition, or before taking either action described in subdivisions (a) and (b) of Section 9215, the legislative body may refer the proposed initiative measure to a city agency or agencies for a report on any or all of the following:
>
> (1) Its fiscal impact.

(2) Its effect on the internal consistency of the city's general and specific plans, including the housing element, the consistency between planning and zoning, and the limitations on city actions under Section 65008 of the Government Code and Chapters 4.2 (commencing with Section 65913) and 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.

(3) Its effect on the use of land, the impact on the availability and location of housing, and the ability of the city to meet its regional housing needs.

(4) Its impact on funding for infrastructure of all types, including, but not limited to, transportation, schools, parks, and open space. The report may also discuss whether the measure would be likely to result in increased infrastructure costs or savings, including the costs of infrastructure maintenance, to current residents and businesses.

(5) Its impact on the community's ability to attract and retain business and employment.

(6) Its impact on the uses of vacant parcels of land.

(7) Its impact on agricultural lands, open space, traffic congestion, existing business districts, and developed areas designated for revitalization.

(8) Any other matters the legislative body requests to be in the report.

(b) The report shall be presented to the legislative body within the time prescribed by the legislative body, but no later than 30 days after the elections official certifies to the legislative body the sufficiency of the petition.

The purpose of this report would be to provide the electorate "the opportunity to make an informed decision on a proposed initiative." *DeVita v. County of Napa*, 9 Cal. 4th 763, 778 (1995) (citing the legislative history of AB 2202 (1997-1998)).

Staff has prepared the report requested by City Council, which is included with this item.

**Financial Implications:** The City Manager executed a contract with HdL for assistance with the fiscal impact and other quantitative portions of this report for an amount not to exceed $10,000.

**Environmental Considerations:** This action is not a "project" requiring review under the California Environmental Quality Act (CEQA) under CEQA Guidelines 15378(b)(3) (the submittal of proposals to the vote of the people that does not involve a public agency sponsored initiative).

**Policy Implications:** The City Council has ordered the report under the Elections Code to provide the electorate with more information about the proposed initiative.

# DRAFT

California Elections Code 9212 Report

# An Initiative Measure to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe

June 2024

## Introduction

The members of Locals for Affordable Housing have circulated a petition to have an initiative measure entitled "An Initiative Measure to Establish a Tax on Owners of Vacant Residential Units in the city of South Lake Tahoe" (Initiative) placed on the ballot in the upcoming election. On May 7, 2024, the City Council directed staff to prepare a report on the impacts of the Initiative in accordance with the provisions of California Elections Code Section 9212(a). On June 4, 2024, the South Lake Tahoe City Clerk presented a Certificate of Sufficiency to the City Council indicating that the petition has sufficient valid signatures to be submitted to the voters at the next regular municipal election to be held on November 5, 2024.

The Initiative will be on the November 2024 ballot for consideration by South Lake Tahoe voters. The Initiative would amend the City of South Lake Tahoe City Code to add Chapter 3.60 establishing an annual tax on owners of certain residential housing units that are unoccupied more than 182 days within a calendar year.

This report evaluates the potential impacts of the proposed initiative as requested by the City Council at its May 7, 2024 meeting.

## Scope and Assumptions

Elections Code section 9212 report allows to address the Initiative's potential impacts on the following:

(1) Its fiscal impact.

(2) Its effect on the internal consistency of the city's general and specific plans, including the housing element, the consistency between planning and zoning, and the limitations on city actions under Section 65008 of the Government Code and Chapters 4.2 (commencing with Section 65913) and 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.

(3) Its effect on the use of land, the impact on the availability and location of housing, and the ability of the city to meet its regional housing needs.

(4) Its impact on funding for infrastructure of all types, including, but not limited to, transportation, schools, parks, and open space. The report may also discuss whether the measure would be likely to result in increased infrastructure costs or savings, including the costs of infrastructure maintenance, to current residents and businesses.

(5) Its impact on the community's ability to attract and retain business and employment.

(6) Its impact on the uses of vacant parcels of land.

(7) Its impact on agricultural lands, open space, traffic congestion, existing business districts, and developed areas designated for revitalization.

(8) Any other matters the legislative body requests to be in the report.

The analysis included in this report covers its fiscal impact, its effect on the use of land, availability of housing and ability of the City to meet its regional housing needs, its impact on funding for infrastructure including transportation infrastructure, and other matters requested by City Council to include a high-level legal analysis, implementation costs, privacy impacts, market value real estate impact, and best method to determine vacancies.

The analysis included in this report assumes that the Initiative is adopted by the voters and implemented as proposed. In order to address the issues requested by City Council, it is important to note that some assumptions were necessary, where indicated throughout this report.

## Description of Initiative

The full text of the Initiative is included as Appendix A of this report. The Initiative is summarized as follows:

- Beginning on January 1, 2026, every owner of a residential unit in the City would be required to submit an annual declaration of occupancy.
- The owners of certain residential units that are vacant more than 182 days within a calendar year, would be required to pay annual tax.
- Beginning on January 1, 2026, annual tax rates would be established, subject to an annual CPI adjustment, as follows:
    - $3,000 per vacant residential unit for the first year of vacancy.
    - $6,000 per vacant residential unit for the second consecutive calendar year and each subsequent consecutive calendar year thereafter of vacancy.
- The tax would apply to various types of vacant residential units, including houses, apartments, and one or more rooms consisting of separate living quarters, but not to hotel rooms used for transient occupancy, accessory dwelling units, rooms in nursing homes, units owned by nonprofits or governmental agencies, or units not usable in the winter season.
- Units would not be considered vacant when an occupant using the unit as their principal residence is hospitalized or absent while service as a firefighter, emergency service worker, or in the military, when the residential unit is uninhabitable because of natural disaster, renovation, or construction, or because of the death of the owner who was the sole occupant, or during a declared emergency.
- This would be a special tax, meaning that use of the tax revenue would be restricted to specified purposes, including for repayment of bonds or other debt for the specified purposes: for housing purposes including constructing, purchasing, and operating housing properties and housing assistance, subsidy, and incentive programs; for roadworks and related infrastructure programs including construction, repair, maintenance, and replacement of roads, bicycle and multi-use paths, and stormwater infrastructure; for transit and related infrastructure purposes including bus and rail infrastructure within the

City and operational and capital equipment costs of public transit services to serve areas within and outside the City; and for City costs of administering the tax and any legal defense of the Initiative.

- A five-member Vacancy Tax Oversight Committee would be established to oversee the administration of the tax and make recommendations to City Council.
- The Initiative would authorize the City to adopt rules and regulations for the implementation and administration of the tax, and would allow the City Council to amend Chapter 3.60 by majority vote to increase penalties and fees or reduce the applicability of exemptions, or by two-thirds vote to add new exemptions.

## Potential Impacts of the Initiative

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### (1) Fiscal Impact.

*Vacancy Tax*

By using South Lake Tahoe property tax data, the City's consultant, HdL, employed a multi-step filtering process to estimate the number of vacant residential properties. Tax bill mailing addresses not located within the city limits were excluded, along with properties classified as commercial, industrial, or other non-residential types. This initial cleaning aimed to ensure that the property dataset contained only potentially residential properties. The owner-occupied properties, focusing on addresses where mail was sent directly to the properties, were filtered out to reflect actual occupancy. In furtherance, property parcels without addresses were also filtered out. These steps led to identifying 8,229 potential vacant residential properties within South Lake Tahoe. To further refine the dataset, properties where the mailing address matched the physical address were excluded, assuming these were owner-occupied and not vacant. Finally, remaining properties were cross-referenced with voter data to exclude those classified as "permanent vote by mail," resulting in a total of 7,714 potentially vacant properties. There is no currently available data to determine how many of these potentially vacant properties would be subject to the tax because they are vacant, as defined by the Initiative, for more than 182 days per year, and not subject to an exemption. Therefore, for the purpose of estimating potential revenue, HdL prepared a range of potential revenue based on assumptions that 30 to 60 percent of these potentially vacant properties would be subject to the tax and 60% would comply by paying the tax.

Under this scenario, HdL laid out hypothetical revenue outcomes to show the impact of the new tax (see Appendix B). First-Year Revenue Estimates range from $4.16 million to $8.33 million. Two factors strongly influence the outcome of revenue:

i. The overall number of vacant residential units not subject to an exemption in the City.
ii. The extent and success of compliance efforts to register and collect the tax on vacant properties.

Subsequent years' annual revenues are estimated to range between $10.0 million and $20.0 million. Hypothetical revenue outcome based on the assumption that 100 percent of the potentially vacant properties are subject to vacancy tax (i.e., no property is subject to an exemption) is also provided for comparative analysis and informational purposes.

City staff anticipates that the annual revenue will also largely depend on the behavior of the property owners if the tax is adopted. Each owner could:

1. Sell the vacant unit;
2. Reduce the number of days vacant to below the 182 days by renting out for intermediate-term (30 days or longer);
3. Landlords could lower rents to attract full-time tenants to vacant units, though the opportunity cost of lost rental income tax might exceed the tax;
4. Pay tax.

*Sales Tax*

The measure could modestly increase Sales Tax revenue if vacancies are transitioned to permanent residency or long-term leases.

The current Sales Tax Revenue Impact ranges from $235,000 to $670,000 annually. HdL constructed their estimates with three assumptions:

1. Permanent residency would increase by approximately 540 to 1,543 residencies, with one to two residents per property.
2. Estimated household income will be approximately $67,686 per property based on 2022 US Census data.
3. Retail sales per property will be approximately $17,386 based on 2022 US Census data.

These figures are to be considered as upper and lower limits, giving a sense of the potential impact of the Vacancy Tax on the City's Sales Tax.

*A note on Transient Occupancy Tax*

The Initiative does not exempt residential units used as vacation home rentals from the tax. (Appendix A, Section 3.60.010(D)(1)(b)).

Presently, the City restricts vacation home rentals of less than 30 days, also called short-term rentals (STR) in residential areas, except for properties located within the Tourist Core area and property zoned for commercial or recreation, which constitute a small portion of the City. Given the significant initial costs and time commitments associated with converting a property into an STR, only a limited number of property owners are likely to pursue such a venture within the City. Furthermore, as short-term rental eligibility is limited to a small percentage of properties, HdL anticipates minimal to no impact on the transient occupancy tax with this tax measure.

Overall, City staff estimates the overall fiscal impact from vacancy tax to be positive.

Implementation costs are discussed below in Section (5).

## (2) Effect on the use of land, availability of housing, and ability of the City to meet its regional housing needs.

The implementation of the Initiative may have impacts on use of land, availability of housing, and ability of the City to meet its regional housing needs. The Initiative will likely have no effect on the use of land since the land use will continue as residential for existing residential properties. If the Initiative influences behavioral change with regard to property owners occupying or renting properties for longer periods of time, there may be related impacts associated with traffic patterns and other impacts.

The Initiative's impact on availability of housing will largely depend on the behavior of the property owners if the tax is adopted. Property owners may decide to sell their unit, reduce the number of vacant days at the residence, rent the property to full time tenants, or pay the tax. If property owners choose to rent their properties in response to the tax, this may increase the supply of moderate-income and above moderate-income housing, but at a level that cannot be determined with existing data.

It is difficult to predict how owners of vacant residential units will respond to the Initiative. Based on experience with the Lease to Locals program, in which only 40 homes were converted to long-term rental properties with a $10,000 per year incentive, it appears that financial incentives are not particularly effective to motivate owners of vacant property in South Lake Tahoe to rent out their homes for longer terms.

Compliance with the state mandated Regional Housing Needs Allocation (RHNA) is met through the development of new deed-restricted homes. As such, the Initiative will only positively affect RHNA compliance if City Council ultimately decides to use funds from the Initiative in any of the new construction programs listed below.

For the purpose of this report, staff assumes that funds from the Initiative would be used to support the strategies set forth in the certified 2022-2027 Housing Element and 2023-2028 Strategic Plan. The Housing Element and the 2023-2028 Strategic Plan, both adopted by City Council, include comprehensive housing strategies aimed at addressing the diverse housing needs within the city.

The Housing Division Expenditure Plan, presented to City council on September 26, 2023, specifies the annual financial needs across six broad housing program categories: New Construction, Local Rental Incentive (Lease to Locals), Multifamily and Special Needs Acquisition and Rehab program, Housing Issues Hotline & Affirmatively Furthering Fair Housing programs, Rental/Deposit Assistance, and Rehabilitation Loan/Homebuyer Assistance Programs. These categories are structured to align with the 45 programs set forth in the 2022-2027 Housing Element and further prioritized by the City's Strategic Plan.

Section 3.60.100 (Use of Residential Vacancy Tax Ordinance Revenue) includes the purposes the tax revenue may be used for, including a list of housing purposes including: (1) the

construction of housing; (2) the purchase of property to create new housing opportunities; (3) paying property owners to add deed restrictions; (4) purchase of property containing existing housing to continue its operation; (5) renovation, maintenance, expansion, or operation of housing units including rehabilitation loan programs; (6) housing assistance programs; (7) housing incentive programs; (8) housing support services; and (9) enforcement of allowed uses of residential purposes. These allowed uses of revenue are in general alignment with the Housing Element and Strategic Plan strategies.

However, there are no parameters for a minimum or maximum share that must be used for housing in general or for any specific housing program listed. The allocation decision is left to City Council with input from the Vacancy Tax Oversight Committee. The revenue generated by such a tax, if enacted, could potentially support any, all, or none of the existing housing programs, depending on evolving priorities and funding requirements of the city. Section 3.60.100 also allows funds to be used for "Roadworks and related infrastructure purposes" and "Transit projects and related infrastructure."

However, for the purposes of this report, we assume that some portion of the tax revenue would be directed to the following housing programs:

1. New Construction Program (Housing Element Goals: HE-1, HE-2, HE-6, HE-7): This program supports the construction of affordable housing by leveraging local funds to access state and federal resources, including significant projects. Key projects within this program include Sugar Pine Village (248 units) and the 3900 Lake Tahoe Blvd. (75 units) affordable housing projects. Currently, local funding primarily comes from existing Redevelopment Agency and HOME program income, as well as a Land Coverage Loan from the general fund, which helped finance Phases 1A and 2A (128 units) of Sugar Pine Village. These projects, such as Sugar Pine Village which is part of the Governor's Executive Order (N-06-19) to expedite State Excess Lands projects, typically face a highly competitive funding environment. Obtaining grants for affordable housing projects often involves multiple applications due to the competitive nature of the funding sources and the high demand for such funds across the state. Local funding is used a leverage to compete for grants.

2. Local Rental Incentive Program (Lease to Locals) (Housing Element Goal: HE-1): This initiative, also known as Lease to Locals, has been effective in converting properties into long-term rentals, initially supported by a one-time federal grant from the American Rescue Plan Act (ARPA). Since its inception, the program has helped numerous individuals find homes in units that were not previously under-utilized or vacant homes. Since the program launched in 2021 until April 2024, 40 grants have been provided and housed 94 people, including children, and 16 leases were renewed after the first year.

3. Multifamily and Special Needs Housing Acquisition and Rehab Programs (Housing Element Goals: HE-3, HE-4): The Multifamily and Special Needs Housing Acquisition and Rehab Programs focus on acquiring and rehabilitating housing for seniors, disabled individuals, individuals experiencing homelessness, and large

families. These programs collaborate with developers, property owners, and affordable housing providers to improve existing multifamily or hotel properties, thereby enhancing housing options for low- and moderate-income tenants. At present, the program's primary funding source is similar to grants required for New Construction Program.

4. Housing Issues Hotline and Affirmatively Furthering Fair Housing Programs (Housing Element Goal HE-5): Annual funding is required to support the Housing Issues Hotline and enhance services to support tenants and other deliberate action to explicitly address, combat, and relieve disparities in accordance with the Federal Fair Housing Act and California AB 686 statutory mandate to affirmatively further fair housing (AFFH). AFFH requires all jurisdictions to address community housing issues related to segregation, concentrated poverty, and disparities in housing needs and access for protected groups under the Fair Housing Act.

   The Housing Issues Hotline and Affirmatively Furthering Fair Housing Programs are designed to combat housing discrimination and promote fair housing practices. Currently, the primary funding source is the Multifamily/SRO Inspection program and depends on referrals for legal services regarding civil issues.

5. Rental/Deposit Assistance Program (Housing Element Goal HE-2): The Rental/Deposit Assistance Program in South Lake Tahoe aims to support individuals and families who can afford their monthly rents but struggle with the initial move in costs associated with security deposits. Upon its launch, this program will allocate surplus funds from the Cannabis Revenue fund, as approved by the City Council on March 12, 2023, to those earning less than 80% of the area median income (AMI).

6. Rehabilitation Loan Program/Homebuyer Assistance Program (Housing Element Goals HE-2, HE-3, HE-7): These programs in South Lake Tahoe are designed to provide loans to low- and moderate-income property owners for housing rehabilitation or downpayment assistance. These efforts include improving living conditions, enhancing fire safety, and implementing energy efficiency upgrades. Currently, the program has no funding.

For the purpose of this report, it is assumed that the revenue would be split equally between the three broad funding categories in the Initiative of housing, roads, and transit. With first year revenue estimates totaling $4.16 million to $8.33 million, and first year implementation costs estimated at $986,400, a range of $1.06 million to $2.44 million would be assumed to be dedicated to these housing programs in the first year. In the second year and subsequent years, a range of $3.13 million to $6.46 million would be available for housing programs, deducting ongoing implementation costs of $608,200 and making the same assumptions. This could be an ongoing source of revenue to support these housing programs.

RHNA is met by the development of new housing by the following income levels: low-income, moderate income, and above moderate income. If funding from the Initiative is used for the new construction of deed-restricted low-income and moderate-income housing, it would help the City to meet its RHNA goals. Likewise, having an ongoing revenue source for the other housing programs would increase the City's ability to implement these programs and could have a positive impact on the City's ability to increase the availability of housing.

## (3) Impact on funding for infrastructure including transportation infrastructure.

According to HdL, the Initiative has the potential to raise revenue to contribute to developing an effective and comprehensive transportation network while simultaneously financing transit projects in the City's Capital Improvement Program (CIP), helping to expand and improve transit services as outlined in City General Plan policies TC-2.1 (Transit Service Expansion) and TC-2.4 (Transit Centers). Continued implementation of these General Plan policies, which were adopted in 2012, is reflected in the current City Strategic Plan Priority 1.4 (Transportation) which calls for development of a local funding mechanism that will allow for greater investment into the transportation system. The revenue from the Initiative could contribute to the ongoing maintenance of bicycle and pedestrian facilities, supporting the City's goal of developing a cohesive and continuous active transportation network. The initiative could generate revenue to implement parking management strategies, trail and complete street projects, expanded micro-transit services, electrifying transit vehicles, and developing a corridor plan for Highway 50 from the "Y" to Stateline, as directed in the City Strategic Plan, to reduce travel by private auto.

As discussed in the housing section above, for the purpose of this report, it is assumed that the revenue would be split equally between the three broad funding categories in the Initiative of housing, roads, and transit. One-third of the available revenue from the first year of implementation would be between $1.06 million to $2.44 million for road infrastructure and the same amount for transit. In the second and subsequent years, using the same assumptions, one-third of the available revenue would be between $3.13 million to $6.46 million annually for road infrastructure and the same amount for transit.

Since the passage of the Measure S (one percent sales tax) in 2020, the City has spent an average of $2.4 million per year on road repair, and in the same timeframe, the City has contributed $650,000 to the South Shore Transportation Management Association to support micro-transit. The additional revenue could be used to scale up these efforts.

## (4) High-Level Legal Analysis.

Because vacancy taxes in California are a relatively recent concept, there is no binding appellate case law regarding the authority of local governments to adopt them. There have been several

lawsuits challenging vacancy taxes in Canada[1] and Washington, D.C.,[2] but those decisions do not have precedential value here. Thus, this high-level legal analysis does not include a detailed discussion regarding lawsuits outside of California. The only pending lawsuit in California is regarding the City and County of San Francisco's Measure M, which is discussed below. City Council also requested that this legal analysis include a discussion of the materials submitted to City Council by the Lake Tahoe Taxpayers Association on May 7, 2024.

City Council requested that this report include a comparison of the South Lake Tahoe Initiative to vacancy taxes in other jurisdictions, which is set forth in Appendix C. It is important to note at the outset that there are differences between the Initiative and other jurisdictions' vacancy taxes, differences in South Lake Tahoe's circumstances from those present in other jurisdictions, and differences in governing law and appellate districts that could lead to a different result if a legal challenge were to be brought to the Initiative as opposed to the result to legal challenges to vacancy taxes in other jurisdictions. Because of this uncertainty, it is not possible at this time to predict with certainty how a court would be likely to decide a potential legal challenge to the Initiative.

**Status of Lawsuit Against San Francisco Vacancy Tax**

San Francisco's voters passed citizen's initiative Measure M by majority vote in the November 2022 election. Measure M established a tax on owners of residential units in buildings with three or more units if the units are vacant for more than 182 days in a year. This is a special tax with revenue dedicated to rent subsidies and affordable housing. Measure M was set up as an excise tax on the use of certain residential property.

On February 9, 2023, a legal challenge to Measure M was filed, entitled *Debbane et al. v. City & County of San Francisco et al.*,[3] San Francisco County Superior Court Case No. CGC-23-604600. The First Amended Complaint ("FAC") alleges that Measure M:

> (1) violates the Takings Clause of the Fifth Amendment to the U.S. Constitution because it "seeks to compel property-owners to rent residential units that they own by imposing a significant monetary penalty on vacant units" and thereby "seeks to compel property-owners to forfeit their constitutional 'power to exclude'" without just compensation (FAC ¶¶ 69-70);
>
> (2) violates the Ellis Act, Government Code section 7060(a), which provides that "No public entity . . . shall, by statute, ordinance, or regulation, or by administrative action

[1] The Vancouver, B.C. "Empty Homes Tax" has resulted in at least five lawsuits against the city since it was enacted in 2017. On July 28, 2023, Li Dan and Danice Macleod filed suit arguing the tax is unreasonable and invalid and seeking to quash it in its entirety, which is currently pending. The other four lawsuits involved challenges regarding individual properties' tax bills and whether certain exemptions applied.

[2] The Washington, D.C. vacant property tax has resulted in at least two lawsuits against the district since it was enacted in 2003, both of which were challenges of the tax as applied to individual properties and whether certain exemptions applied, and were both decided in 2024.

[3] The plaintiffs are: Eric Debbane, Andrew Debbane, Robert Friedland, Natasa Zec, San Francisco Apartment Association, Small Property Owners of San Francisco Institute, and San Francisco Association of Realtors. The defendants are: City and County of San Francisco and San Francisco Treasurer Jose Cisneros.

> implementing any statute, ordinance or regulation, compel the owner of any residential real property to offer, or to continue to offer, accommodations in the property for rent or lease . . . .” (FAC ¶75);
>
> (3) violates Substantive Due Process of the Fourteenth Amendment to the U.S. Constitution because it does not exempt leases to certain family members from the definition of “vacancy” and the U.S. Supreme Court has held that “the protection of close familial relationships is a fundamental liberty interest protected by the due process clause” (FAC ¶¶ 81-82);
>
> (4) violates the Equal Protection Clause of the Fourteenth Amendment to the U.S. Constitution because it “exempt[s] residential units that are leased to strangers from taxation but subject[s] residential units leased to close family members to taxation” (FAC ¶ 86); and
>
> (5) violates the right of privacy in Article I, Section 1 of the California Constitution because it seeks to “compel property-owners to allow units they own to be occupied” when they “do not wish to share their homes with others.” (FAC ¶ 90.)

The lawsuit seeks a declaration that Measure M is unenforceable, a writ of mandate commanding the City and County of San Francisco to refrain from enforcing it, a permanent injunction prohibiting enforcement, and for an award of costs and attorneys’ fees. (FAC at 28-29.)

On October 25, 2023, San Francisco filed a demurrer to the First Amended Complaint, arguing that the challenge to Measure M is premature because:

(1) The lawsuit is subject to the “pay first, litigate later” rule in Article XIII, Section 32 of the California Constitution;

(2) Measure M is not subject to a reverse validation action under either Government Code section 50077.5 (because it is a citizens initiative) or 53979 (because it is not a special tax for fire or police protection services);

(3) Measure M is not subject to a claim under Revenue & Taxation Code section 4808 because it is not a property tax collected on a property tax bill, but a use tax on keeping property vacant; and

(4) Measure M is not subject to a taxpayer claim under Code of Civil Procedure section 526a because that statute requires payment of the tax before bringing a lawsuit.

(Demurrer to FAC at 7-8.) The demurrer focused on these threshold procedural issues and did not address the merits of the plaintiff’s claims. On January 5, 2024, the San Francisco Superior Court issued an order overruling San Francisco’s demurrer. The court found that the lawsuit could be brought prior to payment of the tax:

> Petitioner states a claim for a declaration of validity of Proposition M. The facts giving rise to the tax have not yet occurred and the payment on such facts have

> not become due. Plaintiff's may obtain a declaration on essential validity of the tax without payment of the not yet accrued tax.

(Order, Jan. 5, 2024.)

On May 24, 2024, San Francisco filed a Motion for Summary Judgment or in the Alternative Summary Adjudication ("MSJ"), which is scheduled to be heard on August 9, 2024. San Francisco argues that each of the five causes of action fail as a matter of law, as summarized below.

(1) Takings Clause

San Francisco argues that as a tax, Measure M is not subject to that Takings Clause, citing *Koontz v. Johns River Water Management District*, 570 U.S. 595, 615 (2013). (MSJ at 17.) San Francisco further argues that the plaintiff cannot state a viable claim under the Takings Clause because such a claim must be brought under 42 U.S.C. section 1983, and state courts do not have jurisdiction to hear challenges to local taxes under Section 1983 so long as there is an adequate legal remedy under state law, citing *Writers Guild of America, West, Inc. v. City of Los Angeles*, 77 Cal. App. 4th 475, 478-79 (2000). (MSJ at 18.) San Francisco asserts that the state law remedy of a postpayment refund process, where taxpayers may raise constitutional challenges, is adequate. (MSJ at 19.)

San Francisco also argues that Proposition M is not unconstitutional under the Takings Clause because it does not seek to coerce owners into renting their residential units and similar local ordinances have been upheld by the U.S. Supreme Court, citing *Yee v. City of Escondido*, 503 U.S. 519, 528 (1992) (holding that mobile home park rent control ordinance was not a physical taking because it did not require owners to continue to rent property to tenants). (MSJ at 19.) San Francisco notes that Proposition M seeks to encourage owners to "occupy, inhabit, or use" their residential units for more than 182 days per year and does not require owners to rent their units. (*Id.*)

(2) Ellis Act

The Ellis Act, California Government Code section 7060 *et seq.*, prohibits a city or county from enacting legislation that compels the owner of residential real property to offer or continue to offer the property for rent. San Francisco argues that the Ellis Act does not restrict local governments from exercising their police powers to regulate the use of a landlord's property on matters such as zoning, demolition, and development, so long as those regulations do not otherwise prevent a landlord from going out of the rental business, citing Government Code section 7060.7. (MSJ at 21.)

San Francisco asserts that Measure M does not violate the Ellis Act because it does not require owners to rent their units, and further argues that Measure M is a "municipal affair" within San Francisco's authority as a charter city. (MSJ at 20.) San Francisco further asserts that plaintiffs have not established that they have meet the requirements of the Ellis Act necessary to remove their units from the rental market to state a claim under the Ellis Act. (MSJ at 21-22.)

(3) Substantive Due Process

The Due Process Clause of the Fourteenth Amendment affords certain substantive protections against deprivation of life, liberty, or property, but a cause of action must be brought under 42 U.S.C. section 1983. Substantive due process prevents the government from engaging in conduct that "shocks the conscience" and violates the "decencies of civilized conduct." *County of Sacramento v. Lewis*, 532 U.S. 833, 846 (1998).

San Francisco argues that state courts do not have jurisdiction to hear challenges to local taxes under Section 1983, citing *Writers Guild of America, West, Inc.*, 77 Cal. App. 4th at 478-79. (MSJ. At 22-23.) On the merits of this claim, San Francisco asserts that the right to exclude people from rental property has not been recognized by courts as a fundamental right subject to a substantive due process claim. (MSJ at 23.) As a non-fundamental right, San Francisco asserts that rational basis review would apply and that Measure M would survive rational basis review because it serves several legitimate governmental purposes, citing the Measure itself. (MSJ at 24.) San Francisco also points out that the plaintiff's argument that Measure M does not treat a lease to close family members to the same exemption as leases to strangers is based on a misunderstanding of the provisions of Measure M, and a lease to close family members who are actually occupying the unit would not be considered a vacancy. (MSJ at 24-25.)

(4) Equal Protection

The Equal Protection Clause generally requires people or groups who are similarly situated to be treated alike under the law. *Cleburne v. Cleburne Living Center, Inc.*, 473 U.S. 432, 439 (1985). San Francisco asserts that the plaintiff's claim fails because it is based on the same misunderstanding of the language regarding leases to close family members discussed above. (MSJ at 27.)

(5) Right of privacy

The California Constitution provides a right of privacy: "All people are by nature free and independent and have inalienable rights. Among these are enjoying and defending life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy." San Francisco repeats its argument that there is no fundamental right at stake and nothing in Measure M requires property owners to share their homes with others. (MSJ at 28.)

Based on the arguments above, San Francisco requests that the Superior Court issue an order granting its motion for summary judgment and entering judgment in San Francisco's favor, or in the alternative requests that the Superior Court issue an order granting its motion for summary adjudication on individual causes of action. Plaintiffs have not yet filed a response to San Francisco's motion. The Superior Court will grant the motion if it finds "no triable issue as to any material fact." Cal. Code Civ. Proc. § 437c(c). If the Superior Court grants San Francisco's motion for summary judgment, the plaintiffs may file an appeal. If San Francisco's motion for summary judgment is not granted, the Superior Court will hold a trial, currently scheduled for December 9, 2024. Either party may file an appeal following a trial. Given the relative novelty of

San Fransico's tax, it is probable that the legal issues will ultimately be decided in the appellate courts.

**Lake Tahoe Taxpayers Association Materials**

At the City Council meeting on May 7, 2024, the Lake Tahoe Taxpayers Association (Taxpayers) provided written materials to the City Clerk and City Council regarding Agenda Item 18, Option for Elections Code Section 9212 Report for Vacancy Tax Citizens Initiative. The materials request that the City file a petition for writ of mandate to remove the Initiative from the ballot on the basis that the Initiative creates a "special tax district" consisting only of "vacant homes" that must be established by vote of property owners, not by the electorate, and is therefore beyond the power of the voters to adopt.[4] (Taxpayers' Materials at 1.)

As an initial matter, courts disfavor pre-election challenges such as the petition for writ of mandate requested by the Taxpayers. Courts prefer to defer ruling on the substantive validity of a ballot measure until after the election. *See, e.g., Brosnahan v. Eu*, 31 Cal. 3d 1, 4 (1982) ("it is usually more appropriate to review constitutional and other challenges to ballot propositions and initiatives after an election rather than to disrupt the electoral process by preventing the exercise of the people's franchise, in the absence of some clear showing of invalidity"). The initiative power is "jealously guard[ed]" by the courts, and reasonable doubts are resolved in favor of its exercise. *Legislature v. Eu*, 54 Cal. 3d 492, 501 (1991).

To the extent that the Taxpayers assert that the Initiative is beyond the power of the voters to adopt, a court deciding a pre-election challenge on these grounds may apply a balancing test that balances the interest in deferring resolution of the challenge until after the election to have more time to fully consider the legal issues, against the costs that would be incurred by postponing the challenge until after the election. *E.g., Independent Energy Producers Ass'n v. McPherson*, 38 Cal. 4th 1020, 1030 (2006) (noting that deciding this type of challenge after the election "often will be the wiser course"). *Cf. Gates v. Blackmore*, 39 Cal. App. 5th 32, 38-39 (2019) (holding the trial court properly decided a pre-election challenge where the citizens initiative measure was clearly invalid because it impermissibly impeded on budgetary and administrative matters that were within the exclusive constitutional authority of the county board of supervisors).

As discussed above, legal issues regarding local government authority to adopt residential vacancy taxes in California have not yet been decided by the courts. The San Francisco case is pending in the Superior Court without any ruling on the merits to date, and the issues raised by the Taxpayers have not been raised in the San Franscico lawsuit. A court reviewing a pre-election challenge to the Initiative, therefore, may have difficulty finding a clear showing of invalidity sufficient to grant a petition to remove the Initiative from the ballot.

With respect to the Taxpayers' argument that the Initiative is a "special tax district," the Taxpayers assert that "the election must be conducted a special district" because "the tax applies

[4] The materials include several other legal assertions that are not explained in detail and are therefore not addressed in this report, including that the Initiative violates the right to privacy and is unfair and that the Initiative is a tax on real property that must be applied uniformly.

ONLY to residential units that sit vacant for the majority of the year" and "The Vacancy tax introduces an annual fee for residential housing units that sit vacant for the majority of the year . . ." (Taxpayers' Materials at 8, citing text of Initiative.) The Taxpayers further assert that the special tax district "is a public agency created to provide one or more specific services to a community, such as water service, sewer service, parks, fire protection and others." (Taxpayers' Materials at 11.) The Taxpayers assert that the Local Agency Formation Commission (LAFCO) must approve the formation of the special tax district, and that it must be created with the approval of two-thirds of the voters in that district.[5] (Taxpayers' Materials at 17.)

Similar to the vacancy taxes in Berkeley and San Francisco, however, the Initiative is structured as an excise tax on the use of certain property. An excise tax is generally defined as a tax on a voluntary act: "The obligation to pay an excise tax is based upon the voluntary action of the person taxed in performing the act, enjoying the privilege, or engaging in the occupation which is the subject of the excise, and the element of absolute and unavoidable demand is lacking." 71 Am. Jur. 2d, State and Local Taxation § 23. The Initiative requires that owners of residential units that are vacant and not subject to any exemptions pay a tax for the privilege of keeping those residential units vacant. This appears to fit the definition of an excise tax.

As noted by the Taxpayers, the process to create a new special district is different than the process for imposing a special tax like the Initiative. An authorizing statute is necessary for formation of a special district. It is not clear what type of special district the Taxpayers are referring to or what authorizing statute is asserted to apply, because their materials reference dependent special districts that are governed by the city council, independent special districts, enterprise special districts, non-enterprise special districts, special districts formed under general state law, and special districts formed under special legislation. (Taxpayers' Materials at 11-13.) While creating a special district with taxing authority may be another way to impose a vacancy tax, it is not clear from the Taxpayers' materials the basis for their assertion that the Initiative cannot be adopted by the voters as an excise tax on the use of property.

## (5) Implementation costs.

The initial implementation of the Initiative would involve setting up the necessary administrative infrastructure, including staffing, systems for filing declarations, and public outreach. To manage the tax effectively, it is estimated that the City will need to hire additional staff to handle tax collection, enforcement, and ordinance revision. Given the city's 16,000 residential units, each unit will need to file a declaration of occupancy annually. Ongoing costs will be incurred annually to maintain the vacancy tax system, including handling declarations, enforcement, and periodic reviews of the ordinance.

With the assistance from HdL, the Finance Department performed its research and analysis of the implementation cost estimates by holding discussions with City Departments, such as Finance, Information Technology, City Manager's Office, City Attorney's Office, Development Services,

[5] The Taxpayers included several pages of information about benefit assessment districts but do not appear to argue that the Initiative is a benefit assessment district. (Taxpayers' Materials at 14-17.)

as well as by conversing with SCI Consulting Group, the contractor for the City of Oakland's Measure W Vacant Property Tax.

The measure requires the City to "provide clerical assistance, administrative support, and technical assistance to the Committee and may be present at the Committee meetings." (Appendix A at Section 3.60.110(D).) The Committee will be made up of 5 members who are residents of the City and appointed by the City Council. (*Id.* at Section 3.60.110(B).) The Committee will be formed "for community oversight of the Tax, to review expenditures and appropriations of the Tax revenue, to recommend new expenditures, and to make recommendations to the City to improve the implementation, compliance, and enforcement of the Tax." (*Id.* at Section 3.60.110(A).) "The Committee may convene community meetings to solicit community testimony and other input to build trust between the community, neighborhoods, and the City, and to address other similar and relevant subjects as determined by the Committee within its jurisdiction." (*Id.* at Section 3.60.110(E).)

The Initiative allows the City to use tax revenue for both the initial administrative expenses involved in setting up the tax collection program and ongoing administrative costs associated with its management. These administrative expenses cover a range of activities, including independent third-party audits to oversee fund usage, ensuring compliance with the relevant regulations, drafting ordinances and regulations for implementation, tax collection efforts, public communications regarding the tax, and any legal defense[6] required for this program.

Using the data provided by the City's Finance Department, HdL estimated the annual ongoing cost to administer this measure with City staff to be approximately $527,800 and the ongoing committee costs to be $80,400. The administration costs may increase or decrease depending on the enforcement efforts selected by the City Council. Furthermore, initial startup expenses are estimated to amount to approximately $378,200, covering the financial database infrastructure, web development, ordinance implementation, legal counsel, committee formation, and process development.

As an alternative to using City staff to administer the tax, according to HdL, an experienced third-party vendor would likely be able to administer this measure for approximately $350,000 to $400,000 per year in administrative costs. These figures include initial contact with all property owners with additional contact to be made to identify unresponsive owners whose properties are vacant. Additionally, the initial compliance activities could be expected to be a one-time cost of approximately $300,00 to $500,000 (depending on the actual scope). Or, if the City were interested in self-funding through a contingency fee, a rate of 10% of the first year of

[6] For the purpose of this report, to be conservative, it is assumed that legal defense would be handled by outside counsel. The cost is estimated at $400/hour for an experienced tax litigation attorney. The overall cost of legal defense is not included in the implementation costs table because it is currently difficult to estimate as it will depend on a variety of circumstances such as the type of lawsuit filed and relief requested, whether there are preliminary motions filed, whether the case goes to trial, and whether one or more appeals are filed. However, the cost of defending such a lawsuit would likely be over $100,000.

revenue for the initial compliance phase and a 35% contingency on additional compliance activities in year two and beyond. For the purposes of this report and projections of potential revenue available for housing, roads, and transit, it is conservatively assumed that City staff would be used to administer the tax instead of a third-party vendor.

City staff also discussed the implementation and maintenance costs with the contractor for the City of Oakland. According to the SCI Consulting Group, at least 5 to 6 people from their staff are dedicated to administering responses from 4,000 property owners on an ongoing basis with the implementation stage incurring a higher overhead cost than the regular tax would have. SCI developed a reporting portal for the City of Oakland at a cost of approximately $300K. In further discussion with SCI, staff learned that their scope of work does not cover all work needed to administer the tax, and the City of Oakland has dedicated staffing of approximately 1.5-2.0 FTEs for audits, processing appeals and preparing for hearings.

## (6) Privacy impacts.

HdL was not able to ascertain specific privacy impacts. One can surmise, however, that with more than 16,000 property owners that will need to be contacted to verify vacancy status and/or exemptions, there is some likelihood of notices being sent to old addresses or other mailing issues that could disclose information to other than the intended recipient. Additionally, since the City will need to store information on the occupancy of a property, that information ought to be treated as sensitive personal information and will need some safeguards to avoid unnecessary disclosures. (Source: HdL)

In terms of legal issues regarding privacy impacts, the plaintiffs in the San Francisco lawsuit have raised invasion of the right to privacy in the California Constitution as one of the legal arguments against the San Francisco vacancy tax. San Francisco disputes that the tax is an invasion of privacy, and the court has not yet ruled on the merits of this issue.

## (7) Market value real estate impact.

The Notice of Intention to Circulate Initiative Petition states the following intent for the Initiative: “This measure addresses South Lake Tahoe’s housing crisis by introducing a tax on vacant houses. The Vacancy Tax simultaneously encourages the use of existing vacant properties while generating tens of millions of dollars in revenue.” If the tax is adopted, owners of properties with longer-term vacancies would generally have three options:

1) Sell the property containing the vacant unit. Given that the maximum rate of tax, $6,000 per unit, is less than 1% of the average sales price of a home in South Lake Tahoe, it is uncertain what effect the tax would have on property sales.
2) Reduce the number of days the unit is vacant to less than 182 days. In practice this could take several forms:

a) Owners of units that are vacant due to inability to rent could lower rents to attract full-time tenants, though the opportunity cost of lost rental income might exceed the tax. However, according to the 2022 ACS data for South Lake Tahoe, relatively few units are kept vacant for more than 6 months because they are listed for rent.
b) Owners could consider intermediate-term renting to visitors or seasonal occupants (i.e. "ski lease") for 30 days or longer to ensure the unit is not vacant for more than 182 days.

3) Pay the tax

The extent that the tax will motivate property owners to change the use of their property is unknown. Very little data from other California cities that have implemented similar taxes is available due to the taxes going into effect only recently. The vacancy tax in Oakland went into effect in 2019 and was implemented in 2020. The number of units subject to the tax dropped by 24% between 2019 and 2021[7] indicating potential conversion of units to rentals. However, median gross rents have increased in Oakland by 15% between 2019 and 2022.[8] The median sales price of homes has also continued to increase.[9]

Generally, cities in other states and countries that have implemented vacancy taxes have based the tax on assessed value of vacant properties rather than assessing a per vacant unit flat rate. In 2017, Vancouver, B.C. in Canada, implemented the Empty Homes Tax with a rate of 1% of the value of a vacant unit. The City of Vancouver experienced a 36% decrease in the number of vacant properties between 2017 to 2021.[10] In the Vancouver region, the condominium apartment segment is a significant source of rental housing supply. 2019, 2020, 2022 and 2023 increases in rental condominium apartments are attributed to a combination of newly constructed units coming online and property owners converting existing units to long-term rental, creating new rental supply.[11] However, in 2021 growth in the number of condominiums in long-term rental was attributed entirely to newly constructed units entering the rental market while there was a net decrease in the number of existing units on the rental market. Whether the converted units were rented at a price affordable to local renters is unknown. Rents in Vancouver continued to increase at rates between 2% and 9.7% between 2020 and 2023.

The City of South Lake Tahoe could experience similar trends if the Initiative is implemented, however market forces and housing policies in Vancouver and Oakland do not specifically correlate to South Lake Tahoe. As an example, in Vancouver, 15% of the total dwellings are

[7] Rancaño, Vanessa. "Should SF and Berkeley Tax Empty Homes, Following Oakland's Lead?" Oct 28, 2022. KQED. https://www.kqed.org/news/11930303/should-sf-and-berkeley-tax-empty-homes-following-oaklands-lead. Accessed May 25, 2024.
[8] U.S. Census Bureau. "SELECTED HOUSING CHARACTERISTICS." American Community Survey, ACS 1-Year Estimates Data Profiles, Table DP04, 2019, https://data.census.gov/table/ACSDP1Y2019.DP04?q=oakland, ca median gross rent&y=2019. Accessed on May 25, 2024.
[9] Redfin. https://www.redfin.com/city/13654/CA/Oakland/housing-market#demand. Accessed May 25, 2024.
[10] City of Vancouver, *Empty Homes Tax Annual Report, 2021 Vacancy Reference Year*, 2022
[11] Canada Mortgage and Housing Corporation, *Rental Market Report, Canada and Selected Markets,* January 2024

single-family detached houses[12] and in Oakland 42% of the dwelling units are single-family detached[13], while in South Lake Tahoe single-family detached units make up 63% of the housing stock.[14] In Vancouver, the housing market is also subject to a provincial rent increase limit, speculation and vacancy tax, a foreign buyers tax and a nationwide mortgage stress test. The City of Oakland has also adopted an annual rent increase limit.

If property owners are motivated to rent their vacant residential units long term resulting in more rental units entering the market due to the vacancy tax, the increased inventory may reduce upward pressure on rent prices, however, experiences in Vancouver and Oakland indicate that other market forces may still cause rents to increase.

Conversely, some vacant residential unit owners might choose to sell their properties to avoid the tax, potentially leading to a short-term increase in listings and a decline in property values. The introduction of a vacancy tax might also alter the perception of South Lake Tahoe as a favorable investment for long-term residents or a less favorable investment for second homeowners. However, data is not currently available to extrapolate the potential impacts on the local South Lake Tahoe rental or real estate market and it is unknown whether the affects will cause a significant shift of the real estate market away from second homeowners to long-term residents.

## (8) Best methods to determine vacancies.

Based on the report prepared by HdL and from the discussion with SCI Consulting Group, the following methods are potentially available to determine vacancy, with the methods not currently available to South Lake Tahoe noted:

1. Contacting all residential properties and asking for vacancy (or, conversely, occupancy) information.
2. Using utility records (requires an agreement with utility company).[15]
3. Comparing utility usage on suspected vacant properties against average utility usage at know, non-vacant exemplars.[16]
4. Using landlords' Business License rental gross receipts information (applicable only to landlords with two or more units).

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[12] Statistics Canada. Table 98-10-0240-01 Structural type of dwelling by tenure: Canada, provinces and territories, census divisions and census subdivisions. https://doi.org/10.25318/9810024001-eng. Accessed on May 23, 2024.
[13] U.S. Census Bureau. "Selected Housing Characteristics." American Community Survey, ACS 1-Year Estimates Data Profiles, Table DP04, 2022, https://data.census.gov/table/ACSDP1Y2022.DP04?q=oakland, ca median gross rent&y=2022. Accessed on May 25, 2024.
[14] U.S. Census Bureau. "Units in Structure." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B25024, 2022, https://data.census.gov/table/ACSDT5Y2022.B25024?q=South Lake Tahoe Housing&t=Physical Characteristics:Units and Stories in Structure. Accessed on May 23, 2024.
[15] South Tahoe Public Utilities District staff has indicated in initial conversations that water usage data, which tends to be the best utility usage to determine vacancy, may not be a reliable indicator of vacancy in South Lake Tahoe because of summer use from landscape irrigation, and has additionally indicated that their policy is not to release customers' utility use privacy reasons. Further coordination with STPUD and other utilities will be required if this method were to be used to determine vacancy.
[16] See footnote 15.

5. Using county data for exemption value (indicative of primary residence).
6. Using building permits data.
7. Verifying data reported by community members.
8. Vacancy data is also available for use by governmental and non-profit entities from the U.S. Postal Service (USPS) through an agreement with the U.S. Housing and Urban Development Department. This data provides information on the number of vacant addresses at the census tract level and is produced quarterly. USPS vacancy data relies on postal workers observing and reporting an apparent vacancy or residents reporting their units as vacant. It therefore is a useful source but likely excludes housing units that have not been so reported. A second category of "No Stat" addresses captures addresses where mail is undeliverable for a variety of reasons including addresses under construction, PO boxes with a "fictitious" street address, or multiple units without individual delivery (i.e. gated community or some apartment buildings). (Source: City and County of San Francisco Budget and Legislative Analyst's Office)
9. Using blight records from code compliance.[17]
10. Tying property records to meters database.[18]

Of the methods mentioned above, HdL has identified those they believe are the most and least useful, as follows:

Most useful:

i. Contacting all residential properties and asking for vacancy (or, conversely, occupancy) information.
ii. Using utility records (requires an agreement with utility company).
iii. Using county data for exemption value (indicative of primary residence).

Least useful:

i. Using building permits data.
ii. Using blight records from code compliance.

[17] This method was used in the City of Oakland, but in South Lake Tahoe many of the vacant residential units are second homes and not blighted.
[18] See footnote 15.

## Appendix A - Full Text of the Initiative

Susan Blankenship, City Clerk
1901 Lisa Maloff Way
City of South Lake Tahoe
South Lake Tahoe, CA, 96150

December 19, 2023

**Re: Request for Preparation of Ballot Title and Summary of Proposed Initiative**

Dear Ms. Blankenship,

Enclosed please find a Notice of Intent to Circulate an Initiative entitled the "City of South Lake Tahoe Residential Vacancy Tax Ordinance," the text of the proposed initiative, and the proponent's certifications required by Elections Code Section 9608. Please immediately transmit a copy of this measure to the City Attorney for preparation of a ballot title and summary.

Please direct all questions and correspondence regarding this matter to us via email at [redacted]

Respectfully,

[redacted]

Amelia Richmond
President, Locals for Affordable Housing

[redacted]

RECEIVED
DEC 19 2023
City of South Lake Tahoe
Office of the City Clerk

**Notice of Intention to Circulate Initiative Petition**

Notice is hereby given of the intention of the persons whose names appear hereon of their intention to circulate the petition within the City of South Lake Tahoe for the purpose of enacting a residential vacancy tax. A statement of the reasons for the proposed action as contemplated in the petition is as follows:

Median home prices in South Lake Tahoe have more than doubled since 2013. Half of Lake Tahoe's workers now live outside the region, and of those who do live here, nearly two-thirds do not earn enough to afford the living expenses of a typical family.

As families struggle to find housing and local businesses struggle to find employees, 44% of all housing units in South Lake Tahoe - now over 7,000 houses - sit empty most of the year. Since 2000, the increase in vacancies has outpaced new housing construction, resulting in more vacant houses and fewer homes for residents.

This lack of local housing has contributed to a shortage of workers, a shrinking population, and a severe drop in school enrollment and attendance-based funding.

This measure addresses South Lake Tahoe's housing crisis by introducing a tax on vacant houses. The Vacancy Tax simultaneously encourages the use of existing vacant properties while generating tens of millions of dollars in revenue. As a special-use tax, Vacancy Tax revenue can be used ONLY for local housing, road infrastructure, and transit, as well as enforcement and administration of the tax. Allowed uses include development of affordable housing, rental and home-buyer assistance, incentives for property owners to rent to residents, and addressing the $500 million backlog of deferred road repairs, and stormwater and infrastructure needs.

The tax applies ONLY to residential units that sit vacant for the majority of the year, with exclusions for properties under renovation, seasonal cabins, elderly residents in care facilities, wildland firefighters, and active-duty military, among others. As long as a home is occupied by an owner, tenant, or guest for more than 182 days throughout the year, consecutively or not, there is no tax.

Without bold action, the housing crisis will continue to escalate and roads will continue to deteriorate. The Vacancy Tax is the only housing and funding solution that addresses the scale of our community's critical needs.

[redacted]

**Print name:** Amelia Richmond

[redacted]

RECEIVED

DEC 19 2023

City of South Lake Tahoe
Office of the City Clerk

ACKNOWLEDGEMENT OF PROPONENT

I, Amelia Richmond, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

[redacted]

Signature of Proponent

Dated this 19 day of December, 2023

RECEIVED

DEC 19 2023

City of South Lake Tahoe
Office of the City Clerk

The people of the City of South Lake Tahoe do ordain as follows:

## Section 1. Title

This Act shall be known and may be cited as the "City of South Lake Tahoe Residential Vacancy Tax Ordinance."

## Section 2. Findings and Declarations

The People of the City of South Lake Tahoe find and declare as follows:

A. Residential vacancies are an increasing concern in South Lake Tahoe.

B. The 2022 American Community Survey (ACS) census indicates 7,150 out of 16,275 total housing units in the City of South Lake Tahoe are vacant. These vacant homes now account for approximately 44 percent of the total housing supply in South Lake Tahoe, up from approximately 33 percent in 2000.

C. The increase in vacant units has reduced available housing, contributing to a shrinking population, shortage of local workers, decline in school enrollment, and rising housing costs. Median home prices in the area have more than doubled since 2013. Approximately half of workers in the Tahoe area now live outside the region, and of those who do live here, nearly two-thirds do not earn enough to afford the living expenses of a typical family.

D. The housing affordability crisis has created an urgent need to fund additional services and programs including, but not limited to, construction of new affordable housing, housing acquisition and renovation, rental/deposit assistance programs, and homeowner assistance programs.

E. Existing funding from City, County, State, and Federal resources has been insufficient to meet the community's current housing needs. The City currently has a growing waitlist of over 1,000 residents seeking affordable housing, and will need an additional 3,290 housing units to house the local workforce by 2026.

F. The City's current transportation infrastructure is failing to meet the needs of the community and the environment. The City's Public Works department has cited the need for $500 million to resolve existing deferred maintenance to the City's roads, stormwater, and critical infrastructure. Additionally, the City will require significant funding to expand and improve public transit for the local workforce and community.

G. The City has identified the need to establish a local discretionary funding source to establish sufficient housing, road repair, and transit in the City of South Lake Tahoe's adopted 2023-2028 Strategic Plan.

H. The Vacancy Tax establishes a local discretionary funding source for housing, road repair, and transit, as outlined by the City's Strategic Plan.

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City of South Lake Tahoe
Office of the City Clerk

I. The Vacancy Tax introduces an annual fee for residential housing units that sit vacant for the majority of the year, with exemptions and exclusion periods for properties under renovation, elderly residents in care facilities, wildland firefighters, and active-duty military, among others. If a home is partially or fully occupied by an owner, tenant, or guest for more than 182 days throughout the year, no tax will be owed.

J. The Vacancy Tax is projected to generate more revenue than any other new funding source evaluated by the City by a significant margin, and could become the City's single largest revenue source.

K. The taxes imposed under this ordinance are to be used solely for the purpose of funding the creation and operation of local housing, road infrastructure, transit infrastructure and operations, and related programs, described below. Because the proceeds of the Tax will be deposited into a special fund restricted for the services and programs specified in this Ordinance, the Tax is a special tax.

L. The Vacancy Tax addresses the City's most pressing needs by simultaneously generating funds, adding available housing units, encouraging the active use of vacant property, and discouraging the loss of more housing units to vacancy, thereby promoting a healthy residential community and local economy.

## Section 3. City of South Lake Tahoe Residential Vacancy Tax Ordinance

Chapter 3.60 is added to the City of South Lake Tahoe City Code to read as follows:

**Chapter 3.60: Residential Vacancy Tax**

**Section 3.60.010 Definitions**

Unless otherwise defined in this Chapter, the terms in this Chapter shall have the meanings given to them in Chapter 3 of the City Code, as amended from time to time. For purposes of this Chapter, the following definitions shall apply:

A. "Act" means the City of South Lake Tahoe Residential Vacancy Tax Ordinance.

B. "City" means the City of South Lake Tahoe.

C. "City Council" means the City Council of the City of South Lake Tahoe.

D. "Residential Unit" means a house, an apartment, a group of rooms, or a single room that is designed as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have a kitchen and direct access from the outside of the building or through a common hall. For purposes of this Chapter, a Residential Unit shall not include:

1. A unit in a hotel, as defined below:

(a) Any lodging house, dwelling, motel, hotel, condo-hotel, inn, bed and breakfast, or other building or structure or portion thereof, maintained, advertised, or otherwise

held out to the public in any manner as a place where sleeping, rooming, or any other type of visitor accommodations are furnished to transients, composed either in whole or in part of members of the public, whether with or without meals.

(b) Vacation home rentals and time-sharing arrangements are not hotels for purposes of this Chapter.

2. An Accessory Dwelling Unit or Junior Accessory Dwelling Unit, as defined in City Code Chapter 6.85.050.

3. A unit in a currently operational nursing home, residential care facility, or other similar facility.

4. Any unit that is fully exempt from property tax under the welfare exemption under section 214(g) of the California Revenue and Taxation Code, as may be amended from time to time.

F. "Tax" means the Residential Vacancy Tax imposed by section 3.60.020.

G. "Vacant" means unoccupied by any natural person for more than 182 days, whether consecutive or nonconsecutive, within a given calendar year, except for the Exclusion Periods defined in section 3.60.030.

**Section 3.60.020 Imposition of Tax**

A. Except as otherwise provided in this Chapter, the City imposes an annual Residential Vacancy Tax on each person who owns a Residential Unit if that Residential Unit is Vacant.

B. The Residential Vacancy Tax on an owner of a Vacant Residential Unit shall be as follows:

1. For the first calendar year that the Residential Unit is Vacant, the tax shall be $3,000 per Residential Unit;

2. For the second consecutive calendar year and each subsequent consecutive calendar year thereafter that the Residential Unit is Vacant, the tax shall be $6,000 per Residential Unit.

C. The Residential Vacancy Tax shall take effect on January 1, 2026.

D. The rates set forth in subsection B shall be adjusted annually, beginning in 2027, in accordance with the increase in the Consumer Price Index: All Urban Consumers, or appropriate alternative or successor Consumer Price Index chosen by the City Manager or their designee, as reported by the United States Bureau of Labor Statistics, for October of the year preceding the subject year. The City shall publish the adjusted tax rates for the subject year no later than December 31 of the preceding year.

E. The Residential Vacancy Tax shall be payable by the person who owns the Vacant Residential Unit. Not more than one tax per Residential Unit shall be imposed under this section for a calendar year by reason of multiple liable owners. If there are multiple liable owners, each owner shall be jointly and severally liable for the Tax, which shall be the highest amount of tax payable by any owner for that Residential Unit for that calendar year.

F. In determining whether a Residential Unit is Vacant during a calendar year, days within any Vacancy Exclusion Period shall be counted as if occupied if that Vacancy Exclusion Period applies to an owner or tenant of that Residential Unit, as shall days in which the Residential Unit was not owned by the owner.

**Section 3.60.030 Vacancy Exclusion Period**

In determining whether a Residential Unit is Vacant during a calendar year, days within any Vacancy Exclusion Period shall be counted as if occupied if that Vacancy Exclusion Period applies to an owner or tenant of that Residential Unit.

Vacancy Exclusion Period means any of the following:

A. Care Period. The period during which a Residential Unit is unoccupied because the occupant of the Residential Unit who uses that Residential Unit as their principal residence is staying in a hospital, long term or supportive care facility, medical care or treatment facility, or other similar facility.

B. Civilian Service Period. The period during which a Residential Unit is unoccupied because an occupant of the Residential Unit who uses that Residential Unit as their principal residence is serving as a firefighter or other emergency service worker.

C. Disaster Period. The three-year period following the date that a Residential Unit was made uninhabitable or unusable due to fire, natural disaster, or other catastrophic event, except where a negligent, reckless or willful act or omission by the owner or agent of the owner contributed to or caused the Residential Unit to become uninhabitable or unusable due to fire, natural disaster, or other catastrophic event.

D. Emergency Period. The declared period during which the City Council, by a two-thirds vote of the City Council, finds that a declared emergency has undermined the ability of owners to fill vacancies in their Residential Units. Such a period shall last for no more than 60 days from its enactment by the City Council, but may be extended by 60-day increments, on or before its expiration, by a two-thirds vote of the City Council, for a total of no more than one year, so long as the emergency continues and the required findings continue to be made.

E. Military Service Period. The period during which a Residential Unit is unoccupied because an occupant of the Residential Unit who uses that Residential Unit as their principal residence is serving in the Military.

F. Owner Death Period. The period, with respect to a co-owner or decedent's estate, heirs, or beneficiaries, during which a Residential Unit is unoccupied because of the death of any owner of a Residential Unit who was the sole occupant of that Residential Unit immediately prior to such owner's death, provided that such period shall not exceed the longer of two years or the period during which the Residential Unit is subject to the authority of a probate court.

G. Rehabilitation Period. The period of active renovation or construction of a Residential Unit, for which a building permit was issued, and for which the City Manager or their designee

determines, by way of documentation submitted by an owner, reasonably negatively impacted the habitability of that unit for a duration of time that the City Manager or their designee determines was reasonable for the permitted renovation or construction.

**Section 3.60.040 Exemptions**

A. For only so long as and to the extent that the City is prohibited by the Constitution or laws of the State of California or the Constitution or laws of the United States from imposing the Residential Vacancy Tax on any person, that person shall be exempt from the Residential Vacancy Tax.

B. Any organization that is exempt from income taxation under section 501(c)(3) of the Internal Revenue Code of 1986, as amended, shall be exempt from the Residential Vacancy Tax.

C. The federal government, the City, the State of California, and any county, municipal corporation, district, and other political subdivision of the State shall be exempt from the Residential Vacancy Tax, except where any constitutional or statutory immunity from taxation is waived or is not applicable.

D. Any Residential Unit on a parcel accessed by a road subject to seasonal winter road closures, or for which year-round access to the Residential Unit is otherwise seasonally restricted by agreement with a local, state, or federal government or government agency, or by a deed restriction that existed prior to January 1, 2024, shall be exempted from the Residential Vacancy Tax. The City Manager or their designee shall prescribe a manner for owners of Residential Units to claim this exemption.

E. Any Residential Unit that lacks suitable insulation or heating for winter habitability as of January 1, 2024 shall be exempted from the Residential Vacancy Tax. The City Manager or their designee shall prescribe a manner for owners of Residential Units to claim this exemption, which shall include an inspection of the Residential Unit. The City may charge a reasonable fee for this inspection. New Residential Units that are constructed without suitable insulation or heating for winter habitability, or existing Residential Units that are altered to remove suitable insulation or heating for winter habitability, after January 1, 2024, shall not be exempted from the Residential Vacancy Tax.

**Section 3.60.050 Declaration of Occupancy & Returns**

A. Vacancy Tax Due Date. The City Manager or their designee shall specify a Vacancy Tax Due Date, not to exceed six (6) months from the end of the subject year. The City Manager or their designee shall publish the Vacancy Tax Due Date no later than December 31 of the year preceding the subject year.

B. Declaration of Occupancy. Every owner of a residential unit, or a representative authorized to act on their behalf, shall file an annual Declaration of Occupancy with the City.

1. The City Manager or their designee shall prescribe the means and manner for submitting an annual Declaration of Occupancy for a Residential Unit, that shall include, but are not limited to, the following components:

(a) A means to declare the Residential Unit as Vacant, or not Vacant, or subject to an Exemption, and which may include the submission of supporting documentation;

(b) A website or online portal which explains the Tax and allows electronic submission of the Declaration of Occupancy; and

(c) A paper declaration form which explains the Tax and provides for mail or in-person submission of the Declaration of Occupancy. Paper declaration forms shall be mailed to owners no later than October 31 of the subject year for which the Residential Vacancy Tax is being imposed. The City may allow owners to opt out of receiving paper forms related to this Tax.

2. All persons who own a Residential Unit, or their agent, or a representative authorized to declare on their behalf, shall submit an annual Declaration of Occupancy, by either electronic submission or paper declaration form, for each Residential Unit owned at any time during a calendar year, on a date specified by the City Manager or their designee and which is no later than the Vacancy Tax Due Date. The City Manager or their designee may elect to waive this requirement for owners who are exempt from the Residential Vacancy Tax with respect to that Residential Unit under Section 3.60.040.

3. Any person who fails to file a Declaration of Occupancy, as required by this Section for a Residential Unit, shall be presumed to have kept that Residential Unit Vacant for the calendar year for which the Declaration is required.

4. Any owner who submits a Declaration of Occupancy less than twelve (12) months late, and which declares the Residential Unit as not Vacant, or subject to an Exemption, shall have the Tax and any associated penalties and interest waived, but the owner shall pay a Late Fee as defined in section 3.60.070.

5. Any person who fails to file the required Declaration of Occupancy may, at any time, rebut the presumption by producing satisfactory evidence, in a manner prescribed by the City Manager or their designee, that a Residential Unit that they owned was not Vacant during the calendar year for which the Declaration is required. If satisfactory evidence is provided, the Tax and any associated penalties and interest shall be waived, but the owner shall pay a Late Fee as defined in section 3.60.070.

C. Each person who is required to pay the Residential Vacancy Tax, as outlined in Sections 3.60.020 to 3.60.040, shall file a return, along with a payment of the tax, in the form and manner prescribed by the City Manager or their designee. The return shall be submitted by the owner, their agent, or a representative authorized to file on their behalf, for each Residential Unit owned, no later than the Vacancy Tax Due Date. The Declaration of Occupancy and return may be combined into a single form to be submitted electronically, by mail, or in-person.

**Section 3.60.060 Administration of the Residential Vacancy Tax**

A. The City Manager or their designee shall enforce the provisions of this Chapter and may prescribe, adopt, and enforce rules and regulations relating to the administration and enforcement of this Chapter.

B. Audits. The City Manager or their designee shall establish reasonable processes for auditing Residential Units to verify an associated return or Declaration of Occupancy and for owners to provide any supporting documentation as may be required to make a determination of vacancy. Audits may take place at any time for up to five (5) years after the applicable calendar year.

C. Any Residential Vacancy Tax owed is delinquent if not received by the City on or before the Vacancy Tax Due Date.

**Section 3.60.070 Failure to Remit Tax - Penalties and Fees**

A. Late Fee. Any owner who submits a return or Declaration of Occupancy late, shall pay a late fee not less than $35.

B. Delinquency penalty. Any owner who fails to remit any delinquent remittance on or before a period of 30 days following the date on which the remittance first became delinquent shall pay a delinquency penalty of 10 percent of the amount of the Residential Vacancy Tax.

C. False Declaration. For each subject year within the preceding five (5) years, if the City Manager or their designee determines that:

1. A Residential Unit was Vacant for that subject year; and

2. The Tax was not paid in full for that subject year; and

3. A false statement was made on a Declaration of Occupancy for that subject year

then a penalty of no less than 100 percent of the amount owed, exclusive of fees, interest, and penalties, shall be added thereto in addition to the penalties imposed in this section.

D. Repeated False Declaration. The City Manager or their designee may specify an increased penalty for owners who make repeated False Declarations.

E. Transactions with the principal purpose of avoiding or evading all or a portion of the Residential Vacancy Tax shall be disregarded for purposes of determining the amount of the Residential Vacancy Tax and whether the Residential Vacancy Tax is due. Any owner determined to have engaged in one or more transactions with the principal purpose of avoiding or evading all or a portion of the Residential Vacancy Tax shall be liable for the Residential Vacancy Tax and also liable for a penalty in an amount not less than the Residential Vacancy Tax.

F. Charge for Audits and Collection of Attorney's Fees. A reasonable fee equal to the City's costs for the audit of a Declaration of Occupancy, shall be charged to the owner of the Residential Unit where unpaid taxes are discovered as a result of the audit. If the City is the

prevailing party in litigation filed to collect taxes, penalties, and/or interest due under this chapter, the City shall be entitled to recover reasonable attorney's fees and costs.

G. Interest. In addition to the penalties imposed, any owner who fails to remit any tax imposed by this Chapter shall pay interest at the rate of one and one-half percent per month or fraction thereof on the amount of the tax, inclusive of penalties, from the date on which the remittance first became delinquent until paid.

H. Penalties Merged with Tax. Every penalty imposed and such interest as accrued under the provisions of this section shall become a part of the tax required to be paid.

I. Any tax required to be paid by an owner under the provisions of this Chapter shall be deemed a debt owed by the owner to the City. Any person owing money to the City under the provisions of this Chapter shall be liable to an action brought in the name of the City for the recovery of such amount, along with any collection costs incurred by the City as a result of the person's noncompliance with this Chapter, including, but not limited to, reasonable attorney's fees, plus interest and penalties as herein provided.

**Section 3.60.080 Appeals**

A person who owns a Residential Unit may, within fifteen (15) days of notification of an adverse decision by the City Manager or their designee under this Chapter, file with the City Clerk a written notice of appeal pursuant to the procedures described in Section 2.35 of the City Code.

**Section 3.60.090 Residential Vacancy Tax Fund**

There is hereby established in the Treasury of the City of South Lake Tahoe a special fund entitled the Residential Vacancy Tax Fund. All revenues generated by the Residential Vacancy Tax, together with any interest and penalties, shall be collected each fiscal year and deposited into the Fund. Revenues in the Fund shall be used exclusively to carry out the purposes of this Act as specified in Section 3.60.100.

**Section 3.60.100 Use of Residential Vacancy Tax Ordinance Revenue**

Monies in the Residential Vacancy Tax Fund may be used for the following purposes:

A. Housing purposes:

1. The construction of housing within the City of South Lake Tahoe;
2. The purchase of property within the City of South Lake Tahoe for the purposes of creating new housing opportunities;
3. Paying property owners to add deed restrictions to property within the City of South Lake Tahoe;
4. The purchase of property containing existing housing within the City of South Lake Tahoe for the purpose of continuing its operation;

5. The renovation, maintenance, expansion, or operation of housing units, including rehabilitation loan programs;

6. Housing assistance programs, including but not limited to rental subsidies, security deposit assistance programs, and home buyer assistance programs;

7. Housing incentive programs, including but not limited to, property developer incentive programs, and landlord incentive programs;

8. Housing support services, including but not limited to, housing issues hotlines, legal aid, and fair housing programs; and

9. Enforcement of allowed uses of residential properties.

B. The City Council shall establish eligibility standards for each housing expenditure made under paragraphs 1 through 7 of subdivision A based on one or more of the following factors:

1. Occupant or household income;

2. Occupant or household wealth;

3. Occupant geographic employment;

4. Occupant disability;

5. Previous occupancy in government-subsidized housing;

6. Previous occupancy in housing with eligibility standards based on wealth, income, disability, or geographic employment; or

7. Prohibition on the property from becoming Vacant.

C. Roadworks and related infrastructure purposes:

1. The repair, maintenance, replacement, or new construction of road infrastructure within the City of South Lake Tahoe;

2. The repair, maintenance, replacement, or new construction of bicycle or multi-use paths within the City of South Lake Tahoe; and

3. The repair, maintenance, replacement, or new construction of infrastructure related to the management of stormwater as defined in section 7.15.030 of the City Code.

D. Transit projects and related infrastructure purposes:

1. The operational or capital equipment costs of public transit services, including but not limited to transit vehicles, transit related personnel, or transit related contract services, which operate within the City of South Lake Tahoe and which may additionally serve destinations outside of the City of South Lake Tahoe; and

2. The repair, maintenance, replacement, or new construction of public transit infrastructure, including but not limited to bus or rail infrastructure, within the City of South Lake Tahoe.

E. Reimbursing the City for the administrative costs of establishing the program for collecting the Residential Vacancy Tax, as well as all continuing costs of administering the Tax. Administrative costs include, but are not limited to costs associated with:

1. Independent third-party audits of the use of monies in the Fund;
2. Monitoring and enforcing compliance with this Chapter;
3. Developing ordinances and regulations to implement this Chapter;
4. Collecting the Tax;
5. Public communications relating to the Tax; and
6. Any legal defense of this Chapter.

F. Held in reserve and accumulated for spending in subsequent years for purposes listed in this section.

**Section 3.60.110 Vacancy Tax Oversight Committee**

A. The Vacancy Tax Oversight Committee is hereby established for community oversight of the Tax, to review expenditures and appropriations of the Tax revenue, to recommend new expenditures, and to make recommendations to the City to improve the implementation, compliance, and enforcement of the Tax.

B. The Committee shall consist of at least five (5) members who are all residents of the City, and appointed by City Council. Members of the Committee shall serve a term of four years, and no member may serve more than two consecutive four-year terms. A member's position shall become vacant upon their death, resignation, or removal by the Council. In the case of such a vacancy, the Council shall appoint a successor to fill the unexpired term, subject to the approval of the majority of the Council.

C. A quorum of the Committee shall never be fewer than three (3) members. If there are vacancies on the Committee due to a lack of applicants, or the failure to appoint members, the Committee may operate with three (3) members.

D. The City Manager or designee shall provide clerical assistance, administrative support, and technical assistance to the Committee and may be present at the Committee meetings, or may send a designee.

E. The Committee may convene community meetings to solicit community testimony and other input to build trust between the community, neighborhoods, and the City, and to address other similar and relevant subjects as determined by the Committee within its jurisdiction.

**Section 3.60.120 Legal Defense**

A. If this Act is approved by the voters of the City of South Lake Tahoe and thereafter subjected to a legal challenge, the City Attorney or appointed independent counsel shall, to the best of their abilities, faithfully defend this Chapter against any litigation and until all reasonable appeal options are exhausted. Costs associated with any defense of this Chapter may be reimbursed from monies in the Fund.

B. Nothing in this section shall prohibit the proponents of this Act from intervening to defend this Act.

**Section 3.60.130 Annual Reports**

Beginning in 2025, the City Manager shall file annually with the Council a report on the implementation, auditing, and enforcement of the Tax.

**Section 3.60.140 Authorization and Limitation on Issuance of Bonds**

The City shall be authorized to pledge revenues generated by the Residential Vacancy Tax to the repayment of limited tax bonds or other forms of indebtedness authorized under this section. The Council shall by ordinance or resolution, as applicable, establish the terms of any limited tax bonds or other forms of indebtedness authorized hereby, including but not limited to, the amount of the issue, date, covenants, denominations, interest rate or rates, maturity or maturities, redemption rights, tax status, manner of sale, and such other particulars as are necessary or desirable.

**Section 3.60.150 Severability**

If any word, phrase, sentence, part, section, subsection, or other portion of this ordinance, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the prescribed application thereof, shall be severable, and the remaining provisions of this Chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect. The People of the City of South Lake Tahoe hereby declare that they would have passed this ordinance, and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases had been declared invalid or unconstitutional.

**Section 3.60.160 Savings Clause**

No section, clause, part, or provision of this Chapter shall be construed as requiring the payment of any tax that would be in violation of the Constitution or laws of the United States or of the Constitution or laws of the State of California.

**Section 3.60.170 Liberal Construction**

This Chapter shall be liberally construed to effectuate its purpose.

## Section 4. Increase Appropriations Limit

Pursuant to California Constitution Article XIII B and applicable laws, for four years from November 5, 2024, the appropriations limit for the City shall be increased by the aggregate sum collected by the levy of the special tax imposed under this ordinance.

## Section 5. Amendments

The City Council may, by majority vote of the entire City Council, amend this Chapter in furtherance of the purposes of the Act, to increase penalties and fees, reduce the applicability of Vacancy Exclusion Periods, reduce the applicability of Exemptions, or to correct ambiguities or errors in language, provided that such amendments do not decrease the dollar amounts of the tax, penalties, or fees.

The City Council may, by two-thirds vote of the entire City Council, amend this chapter, in furtherance of the purposes of the Act, to add new Vacancy Exclusion Periods or Exemptions.

## Section 6. Effective Date

This Ordinance, and all the provisions hereof, shall become effective only upon affirmative passage by a fifty (50) percent plus one (1) majority of the voters voting on the Ordinance. This Ordinance shall be considered adopted on the date that the City declares the results of the election at which it was voted upon and shall be effective ten (10) days thereafter.

## Appendix B – Analysis of Properties and Potential Vacancy Tax Revenue (prepared by HdL)

| | Scenario 1: Excludes All Owner-Occupied | Scenario 2: Includes Half Owner-Occupied | Scenario 3: Includes All Owner-Occupied |
|---|---|---|---|
| Property Tax Data Record Count | 43,342 | 43,342 | 43,342 |
| Removed Property Address Outside of South Lake Tahoe | (519) | (519) | (519) |
| Removed Non-Residential Properties | (944) | (944) | (944) |
| Removed Records Without A Property Address | (29,916) | (29,916) | (29,916) |
| Removed Properties Not Listed As Absentee | (3,734) | (3,734) | (3,734) |
| Initial Target Group Subtotal | 8,229 | 8,229 | 8,229 |
| Removed Likely Owner-Occupied Properties (Mailing Address = Property Address Or In-City) | (485) | (242) | (0) |
| Removed Properties With Voters Not Listed As "Permanent Vote By Mail" | (30) | (30) | (30) |
| Potential Vacant Properties In South Lake Tahoe | 7,714 | 7,257 | 8,199 |

Under the first scenario, we've laid out hypothetical revenue outcomes to show the impact of the new tax rate.

| | 30% of Potential Vacancies | 60% of Potential Vacancies | 100% of Potential Vacancies |
|---|---|---|---|
| Potential Vacancy After Reduction | 2,314 | 4,628 | 7,714 |
| | | | |
| First Year | | | |
| Discovery Response Rate Year 1 (60%) | 1,388 | 2,777 | 4,628 |
| **First Year Revenue @$3,000** | **$4,164,000** | **$8,331,000** | **$13,884,000** |
| | | | |
| Second Year | | | |
| Remaining Unresponsive | 926 | 1,851 | 3,086 |
| Discovery Response Rate Year 2 (60%) | 556 | 1,111 | 1,852 |
| Revenue From Newly Responded @$3,000 | $1,668,000 | $3,333,000 | $5,556,000 |
| Continued Vacancy | 1,388 | 2,777 | 4,628 |
| Revenue From Continued Vacancy @$6,000 | $8,328,000 | $16,662,000 | $27,768,000 |
| **Total Second Year Revenue** | **$9,996,000** | **$19,995,000** | **$33,324,000** |

## Appendix C - Comparison with Vacancy Taxes in Other Jurisdictions

| City (effective date of tax) | Amount of tax | How vacancy defined | Types of homes subject to tax | Exemption periods | Special or general tax | Type of tax |
|---|---|---|---|---|---|---|
| **South Lake Tahoe (Jan. 1, 2026)** | $3,000 per housing unit for first year, $6,000 per housing unit for subsequent years (adjusted by CPI). | Unoccupied by a natural person for more than 182 days in a calendar year | Single-family, condo, duplex, townhome, apartment, VHR, time shares.<br><br>Does not apply to hotel units used for transient occupancy, ADUs, nursing home rooms. | Occupant is hospitalized or absent when serving as firefighter, emergency service worker, or in military, death of owner who was sole occupant, during renovation, property uninhabitable because of natural disaster, during declared emergency. | Special. Can be used only for housing, roads and related infrastructure, transit, costs of administering tax, and legal defense. | Excise tax. |
| **Berkeley (Jan. 1, 2024)** | For condo, duplex, single family dwelling, townhome: $3,000 per housing unit for first year, $6,000 per housing unit for subsequent years (adjusted by CPI).<br><br>For all other types of residential unit: $6,000 per housing unit for first year, $12,000 per housing unit for subsequent years (adjusted by CPI). | Unoccupied, uninhabited, or unused for more than 182 days in a calendar year. | Single-family, condo, duplex, townhome, apartment, VHR.<br><br>Does not apply to hotel units or nursing home rooms.<br><br>Does not apply to property with 4 or fewer units that is owner's principal place of residence. | Unit is owner's principal residence, occupant is hospitalized, death of owner who was sole occupant, during renovation, property uninhabitable because of natural disaster, during declared emergency. | General. | Excise tax. |
| **San Francisco (eff. Jan. 1, 2024; filing and payment begin in 2025)** | 2024 Rates: Less than 1,000 SF: $2,500. 1,000 to 2,000 SF: $3,500. | Unoccupied, uninhabited, or unused for more than 182 days in a calendar year. | Condo, townhome, apartment, mobile home with three or more units on property. | Unit is owner's principal residence, occupant is hospitalized, death of owner who was sole occupant, during renovation, property | Special. Can only be used for housing and costs of administering tax. | Excise tax. |

| City (effective date of tax) | Amount of tax | How vacancy defined | Types of homes subject to tax | Exemption periods | Special or general tax | Type of tax |
|---|---|---|---|---|---|---|
| | Over 2,000 SF: $5,000.<br><br>If kept vacant in 2025:<br>Less than 1,000 SF: $5,000.<br>1,000 to 2,000 SF: $7,000.<br>Over 2,000 SF: $10,000.<br><br>If kept vacant in 2026:<br>Less than 1,000 SF: $10,000.<br>1,000 to 2,000 SF: $14,000.<br>Over 2,000 SF: $20,000. | | Does not apply to units occupied by transients/vacationers or nursing home rooms.<br><br>Does not apply to single-family or duplex. | uninhabitable because of natural disaster. | | |
| **Oakland (effective 2019, filing and payment began July 1, 2020, sunsets in 20 years)** | $6,000 per parcel and $3,000 per condo, townhouse, and duplex unit. | In use less than 50 days in a calendar year. | Condo, townhouse, or duplex in separate ownership, parcels with residential units (including multifamily). | Owner has financial hardship, owner is low-income senior or disabled, owner has other demonstrable hardship (legal dispute, military deployment, owner death, recent inheritance). | Special. Can only be used for homeless programs, affordable housing, and cleanup of blighted properties, and cost to administer tax. | Parcel tax. |
| **Vancouver, B.C. (Jan. 1, 2017)** | 2023 rate: 3% of property's assessed taxable value. | Unoccupied for more than 6 months in a calendar year. | Single-family, condo, duplex, apartment, nursing homes, seasonal dwellings, manufactured home, some vacant land, farm buildings, daycare facilities.<br><br>Does not apply to the principal place of | Death of owner, during renovation, occupant hospitalized, is in a common interest development with pre-2017 bylaws that prohibit rentals, property transfer, court order prohibits occupancy, vacant parcel can be used only for parking or because of physical limitations cannot | Funds are used for affordable housing and cost to administer tax. | Levy on real property tax roll. |

| City (effective date of tax) | Amount of tax | How vacancy defined | Types of homes subject to tax | Exemption periods | Special or general tax | Type of tax |
|---|---|---|---|---|---|---|
| | | | residence of owner or tenant. | be developed, owner-developed new construction of 5 or more properties actively offered for sale, uninhabitable because damaged by natural disaster, owner occupies for less than 6 months because of medical reason. | | |
| **Washington, D.C. (Jan. 1, 2003)** | $5.00 per $100 of assessed value. | Unoccupied for 30 days or more; not occupied continuously. | Applies to improved vacant properties (both residential and nonresidential).<br><br>Does not apply to principal place of residence of owner or tenant. | During renovation, while actively marketed for rent or sale, during probate, pending zoning change, substantial undue economic hardship. | Funds not dedicated for specific use. | Levy on real property tax roll. |

## Appendix D - Implementation Costs

# Appendix D - Implementation Costs

**Tax on Vacant Parcels ("Residential Vacancy Tax")**
**Estimate of Annual Staff Time to Administer Program (in Hours)**

| | Finance | | | | | | | | Development Services | | | | | | | | Public Works | | | | IT | | | | City Manager | | | | | | | | | | Totals | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Finance Director, Budget | | Purch, AP, PR | | Revenue/ Accountin g | | Audits, Collections | | Development Services Director | | Program Manager | | Code Enforceme nt | | | | Engineering (Streets Program Manager) | | | | IT Supervisor | | Network Analyst | | Program Oversight | | PIO | | Hearing Officer | | Legal | | | | | |
| **FULLY BURDENED HOURLY RATES** | | **$ 141** | | **$ 72** | | **$ 93** | | **$ 87** | | **$ 117** | | **$ 88** | | **$ 56** | | | | **$ 114** | | | | **$ 91** | | **$ 82** | | **$ 168** | | **$ 75** | | **$ 65** | | **$ 160** | **Hrs** | **Amount** |
| **START UP (January 2025 through December 2025)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Amend and test online system for collecting property data and remitting | 50 | $ 7,050 | 0 | $ 100,000 | 20 | $ 1,860 | 20 | $ 1,740 | 5 | $ 585 | 0 | $ - | 0 | $ - | 0 | $ - | 60 | $ 5,460 | 60 | $ 4,920 | 5 | $ 840 | 0 | $ - | 0 | $ - | 0 | $ - | 220 | **122,455** |
| Tax collection module add-on* | 0 | $ - | | $ 30,000 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | **30,000** |
| Establish internal revenue tracking | 10 | $ 1,410 | 0 | $ - | 10 | $ 930 | 10 | $ 870 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 910 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 40 | **4,120** |
| Adopt and implement ordinance | 25 | $ 3,525 | 0 | $ - | 10 | $ 930 | 10 | $ 870 | 10 | $ 1,170 | 90 | $ 7,920 | 10 | $ 560 | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 1,680 | 0 | $ - | 0 | $ - | 25 | $ 3,996 | 190 | **20,651** |
| Initial mailers and outreach | 4 | $ 564 | 0 | $ 15,000 | 25 | $ 2,325 | 0 | $ - | 0 | $ - | 20 | $ 1,760 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 30 | $ 2,250 | 0 | $ - | 0 | $ - | 79 | **21,899** |
| Setup the Residential Vacancy Tax Oversight Committee with bylaws | 10 | $ 1,410 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 585 | 50 | $ 4,400 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 1,680 | 0 | $ - | 0 | $ - | 30 | $ 4,795 | 105 | **12,870** |
| Committee members trainings | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 40 | $ 3,520 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 0 | $ - | 0 | $ - | 15 | $ 2,398 | 60 | **6,758** |
| Develop annual vacancy declaration process | 35 | $ 4,935 | 0 | $ - | 35 | $ 3,255 | 35 | $ 3,045 | 10 | $ 1,170 | 120 | $ 10,560 | 5 | $ 280 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 0 | $ - | 0 | $ - | 20 | $ 3,197 | 265 | **27,282** |
| Develop annual audit process | 35 | $ 4,935 | 0 | $ - | 35 | $ 3,255 | 35 | $ 3,045 | 10 | $ 1,170 | 35 | $ 3,080 | 5 | $ 280 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 0 | $ - | 0 | $ - | 20 | $ 3,197 | 180 | **19,802** |
| Develop annual tax imposition process | 20 | $ 2,820 | 0 | $ - | 20 | $ 1,860 | 20 | $ 1,740 | 10 | $ 1,170 | 10 | $ 880 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 20 | $ 3,197 | 100 | **11,667** |
| Develop process for administration and review of claimed exemptions | 15 | $ 2,115 | 0 | $ - | 15 | $ 1,395 | 30 | $ 2,610 | 0 | $ - | 20 | $ 1,760 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 1,598 | 90 | **9,478** |
| Develop process for CPI annual increase | 5 | $ 705 | 5 | $ 360 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 440 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 1 | $ 160 | 16 | **1,665** |
| Develop process for vetting use of funds | 15 | $ 2,115 | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 1,170 | 70 | $ 6,160 | 15 | $ 840 | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 1,680 | 0 | $ - | 0 | $ - | 10 | $ 1,598 | 130 | **13,563** |
| Develop and adopt appeal process | 10 | $ 1,410 | 0 | $ - | 10 | $ 930 | 10 | $ 870 | 0 | $ - | 20 | $ 1,760 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 1,598 | 60 | **6,568** |
| Setup enforcement mechanisms | 15 | $ 2,115 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 585 | 5 | $ 440 | 15 | $ 840 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 0 | $ - | 0 | $ - | 15 | $ 2,398 | 60 | **7,218** |
| Retain independent auditor | 5 | $ 705 | 5 | $ 360 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 440 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 0 | $ - | 0 | $ - | 1 | $ 160 | 21 | **2,505** |
| Present to oversight committee all the above | 10 | $ 1,410 | 0 | $ - | 10 | $ 930 | 0 | $ - | 5 | $ 585 | 30 | $ 2,640 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 0 | $ - | 0 | $ - | 10 | $ 1,598 | 70 | **8,003** |
| Website revisions/additions for all the above | 10 | $ 1,410 | 0 | $ - | 10 | $ 930 | 10 | $ 870 | 0 | $ - | 10 | $ 880 | 5 | $ 280 | 0 | $ - | 30 | $ 2,730 | 30 | $ 2,460 | 10 | $ 1,680 | 20 | $ 1,500 | 0 | $ - | 10 | $ 1,598 | 145 | **14,338** |
| Policies and procedures and training for all the above | 20 | $ 2,820 | 0 | $ - | 20 | $ 1,860 | 20 | $ 1,740 | 5 | $ 585 | 40 | $ 3,520 | 10 | $ 560 | 0 | $ - | 20 | $ 1,820 | 20 | $ 1,640 | 10 | $ 1,680 | 0 | $ - | 0 | $ - | 20 | $ 3,197 | 185 | **19,422** |
| Forms and FAQ for all the above | 20 | $ 2,820 | 0 | $ - | 20 | $ 1,860 | 20 | $ 1,740 | 5 | $ 585 | 20 | $ 1,760 | 20 | $ 1,120 | 0 | $ - | 0 | $ - | 0 | $ - | 20 | $ 3,360 | 20 | $ 1,500 | 0 | $ - | 20 | $ 3,197 | 165 | **17,942** |
| Subtotal | 314 | $ 44,274 | 10 | $ 145,720 | 240 | $ 22,320 | 220 | $ 19,140 | 80 | $ 9,360 | 590 | $ 51,920 | 85 | $ 4,760 | 0 | $ - | 120 | $ 10,920 | 110 | $ 9,020 | 105 | $ 17,640 | 70 | $ 5,250 | 0 | $ - | 237 | $ 37,882 | **2,181** | **$ 378,206** |
| **ONGOING Residential Vacancy Tax Oversight Committee (Annually)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Administration of the Residential Vacancy Tax Committee - agendas, me | 12 | $ 1,692 | 0 | $ - | 12 | $ 1,116 | 0 | $ - | 5 | $ 585 | 60 | $ 5,280 | 0 | $ - | 0 | $ - | 0 | $ - | 3 | $ 246 | 15 | $ 2,520 | 0 | $ - | 0 | $ - | 5 | $ 799 | 112 | **12,238** |
| Attend Residential Vacancy Tax Committee meetings 3 to 4 a year - staff | 12 | $ 1,692 | 0 | $ - | 12 | $ 1,116 | 0 | $ - | 24 | $ 2,808 | 64 | $ 5,632 | 12 | $ 672 | 0 | $ - | 0 | $ - | 0 | $ - | 12 | $ 2,016 | 0 | $ - | 0 | $ - | 0 | $ - | 136 | **13,936** |
| Community meetings 1 to 2 a year - staff time, prep, outreach, logistics et | 8 | $ 1,128 | 0 | $ - | 8 | $ 744 | 0 | $ - | 8 | $ 936 | 36 | $ 3,168 | 8 | $ 448 | 0 | $ - | 0 | $ - | 0 | $ - | 8 | $ 1,344 | 20 | $ 1,500 | 0 | $ - | 0 | $ - | 96 | **9,268** |
| Prepare ad-hoc reports and analysis for the Residential Vacancy Tax Cor | 40 | $ 5,640 | 0 | $ - | 40 | $ 3,720 | 40 | $ 3,480 | 40 | $ 4,680 | 120 | $ 10,560 | 40 | $ 2,240 | 0 | $ - | 0 | $ - | 0 | $ - | 40 | $ 6,720 | 0 | $ - | 0 | $ - | 0 | $ - | 360 | **37,040** |
| Annual Report | 6 | $ 846 | 0 | $ - | 6 | $ 558 | 6 | $ 522 | 12 | $ 1,404 | 32 | $ 2,816 | 6 | $ 336 | 0 | $ - | 0 | $ - | 0 | $ - | 6 | $ 1,008 | 6 | $ 450 | 0 | $ - | 0 | $ - | 80 | **7,940** |
| Legal counsel | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | **0** |
| Subtotal | 78 | $ 10,998 | 0 | $ - | 78 | $ 7,254 | 46 | $ 4,002 | 89 | $ 10,413 | 312 | $ 27,456 | 66 | $ 3,696 | 0 | $ - | 0 | $ - | 3 | $ 246 | 81 | $ 13,608 | 26 | $ 1,950 | 0 | $ - | 5 | $ 799 | 784 | **$ 80,422** |
| **ONGOING Administration (Annually)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Outreach to all property owners regarding self-reporting requirements | 10 | $ 1,410 | 0 | $ - | 40 | $ 3,720 | 40 | $ 3,480 | 10 | $ 1,170 | 40 | $ 3,520 | 20 | $ 1,120 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 30 | $ 2,250 | 0 | $ - | 0 | $ - | 195 | **17,510** |
| Answer customer questions and respond to Public Records Act request | 20 | $ 2,820 | 0 | $ - | 100 | $ 9,300 | 100 | $ 8,700 | 0 | $ - | 100 | $ 8,800 | 30 | $ 1,680 | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 1,680 | 30 | $ 2,250 | 20 | $ 1,296 | 20 | $ 3,197 | 430 | **39,723** |
| Review/approve tax exemption (approx. 10,000) | 30 | $ 4,230 | 0 | $ - | 30 | $ 2,790 | 1500 | $ 130,500 | 0 | $ - | 100 | $ 8,800 | 100 | $ 5,600 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 30 | $ 4,795 | **1,790** | **156,715** |
| Review appeals | 5 | $ 705 | 0 | $ - | 0 | $ - | 50 | $ 4,350 | 0 | $ - | 20 | $ 1,760 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 200 | $ 12,960 | 0 | $ - | 275 | **19,775** |
| Review/follow up on non-respondents (25% of 16,000 = 4,000) | 0 | $ - | 0 | $ - | 0 | $ - | 200 | $ 17,400 | 0 | $ - | 100 | $ 8,800 | 200 | $ 11,200 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 500 | **37,400** |
| Prepare annual notices (16,000) | 0 | $ - | 0 | **$ 15,000** | 20 | $ 1,860 | 80 | $ 6,960 | 0 | $ - | 20 | $ 1,760 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 30 | $ 2,250 | 0 | $ - | 0 | $ - | 150 | **27,830** |
| Process payments both electronic and checks (6,000) | 0 | $ - | 0 | $ - | 200 | $ 18,600 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 200 | **18,600** |
| Negotiate payment arrangements/plans | 0 | $ - | 0 | $ - | 0 | $ - | 80 | $ 6,960 | 0 | $ - | 80 | $ 7,040 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 160 | **14,000** |
| Adjust tax rate annually for CPI changes | 5 | $ 705 | 5 | $ 360 | 0 | $ - | 0 | $ - | 0 | $ - | 10 | $ 880 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 5 | $ 375 | 0 | $ - | 5 | $ 799 | 35 | **3,959** |
| Annual audits/inspections to verify vacancy status | 0 | $ - | 0 | $ - | 0 | $ - | 100 | $ 8,700 | 0 | $ - | 10 | $ 880 | 150 | $ 8,400 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 260 | **17,980** |
| Independent Auditors Report | 5 | $ 705 | 0 | $ 15,000 | 5 | $ 465 | 0 | $ - | 0 | $ - | 5 | $ 440 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 15 | **16,610** |
| Issuing citations for non-compliance (25% of 16,000 = 4,000) | 0 | $ - | 0 | $ - | 0 | $ - | 30 | $ 2,610 | 0 | $ - | 10 | $ 880 | 200 | $ 11,200 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 240 | **14,690** |
| Program tax revenue for affordable housing | 15 | $ 2,115 | 0 | $ - | 15 | $ 1,395 | 0 | $ - | 30 | $ 3,510 | 30 | $ 2,640 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 15 | $ 1,125 | 0 | $ - | 0 | $ - | 110 | **11,625** |
| Residential Vacancy Tax Housing Creation and Project Management | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 120 | $ 14,040 | 240 | $ 21,120 | 80 | $ 4,480 | 0 | $ - | 0 | $ - | 0 | $ - | 5 | $ 840 | 15 | $ 1,125 | 0 | $ - | 0 | $ - | 460 | **41,605** |
| Program tax revenue for roadworks and related infrastructure | 15 | $ 2,115 | 0 | $ - | 15 | $ 1,395 | 0 | $ - | 0 | $ - | 15 | $ 1,320 | 0 | $ - | 15 | $ 1,710 | 0 | $ - | 0 | $ - | 5 | $ 840 | 15 | $ 1,125 | 0 | $ - | 0 | $ - | 80 | **8,505** |
| Residential Vacancy Tax Roadworks Project Creation and Project Manag | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 15 | $ 1,320 | 0 | $ - | 200 | $ 22,800 | 0 | $ - | 0 | $ - | 5 | $ 840 | 15 | $ 1,125 | 0 | $ - | 0 | $ - | 235 | **26,085** |
| Program tax revenue for Transit projects and related infrastructure | 15 | $ 2,115 | 0 | $ - | 15 | $ 1,395 | 0 | $ - | 0 | $ - | 15 | $ 1,320 | 0 | $ - | 15 | $ 1,710 | 0 | $ - | 0 | $ - | 5 | $ 840 | 15 | $ 1,125 | 0 | $ - | 0 | $ - | 80 | **8,505** |
| Residential Vacancy Tax Transit projects and Project Management | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 15 | $ 1,320 | 0 | $ - | 200 | $ 22,800 | 0 | $ - | 0 | $ - | 5 | $ 840 | 15 | $ 1,125 | 0 | $ - | 0 | $ - | 235 | **26,085** |
| Budgeting and analysis throughout the year | 20 | $ 2,820 | 0 | $ - | 20 | $ 1,860 | 0 | $ - | 0 | $ - | 30 | $ 2,640 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 70 | **7,320** |
| Quantifying administrative costs and perform accounting entries | 20 | $ 2,820 | 0 | $ - | 20 | $ 1,860 | 0 | $ - | 0 | $ - | 10 | $ 880 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 50 | **5,560** |
| Maintenance of online reporting/payment system | 10 | $ 1,410 | 0 | $ 1,000 | 10 | $ 930 | 10 | $ 870 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 20 | $ 1,820 | 20 | $ 1,640 | 0 | $ - | 0 | $ - | 0 | $ - | 0 | $ - | 70 | **7,670** |
| Subtotal | 170 | $ 23,970 | 5 | $ 31,360 | 490 | $ 45,570 | 2,190 | $ 190,530 | 160 | $ 18,720 | 865 | $ 76,120 | 780 | $ 43,680 | 430 | $ 49,020 | 20 | $ 1,820 | 20 | $ 1,640 | 50 | $ 8,400 | 185 | $ 13,875 | 220 | $ 14,256 | 55 | $ 8,791 | **5,640** | **$ 527,752** |
| **Grand Total** | **562** | **$ 79,242** | **15** | **$ 177,080** | **808** | **$ 75,144** | **2,456** | **$ 213,672** | **329** | **$ 38,493** | **1,767** | **$ 155,496** | **931** | **$ 52,136** | **430** | **$ 49,020** | **140** | **$ 12,740** | **133** | **$ 10,906** | **236** | **$ 39,648** | **281** | **$ 21,075** | **220** | **$ 14,256** | **297** | **$ 47,472** | **8,605** | **$ 986,380** |
| **Ongoing Hours Subtotal** | 248 | | 5 | | 568 | | 2,236 | | 249 | | 1,177 | | 846 | | 430 | | 20 | | 23 | | 131 | | 211 | | 220 | | 60 | | 6,424 | |

| | |
|---|---|
| **Grand Total Start-up** | **$ 378,206** |
| **Grand Total Ongoing Committee** | **$ 80,422** |
| **Grand Total Administrative** | **$ 527,752** |
| **Grand Total First Year** | **$ 986,380** |
| **Grand Total Ongoing** | **$ 608,174** |

*sts assume there is a commercial off-the- shelf (COTS) application available to serve this tax collection process. I.T. costs estimates will increase if the custom development of an EHT application is required.

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**23

**Agenda Item:** General Municipal Election Consolidation

**Executive Summary:** Under section 10403 of the California Elections Code, the City shall at least 88 days prior to the date of the election, file with the El Dorado County Board of Supervisors, and a copy with the City Clerk, a Resolution of the City Council ordering the election to be held and requesting consolidation with the statewide general election.

**Requested Action / Suggested Motions:** Pass a Resolution calling and ordering to be held in the City of South Lake Tahoe, County of El Dorado, a General Municipal Election to be consolidated with the Statewide General Election to be held on Tuesday, November 5, 2024, for the purpose of submitting to the electorate a Citizen's Initiative entitled "An Initiative to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe" and for the purpose of the election of two (2) Council Members.

**Responsible Staff Member:** Susan Blankenship, City Clerk

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

**Attachments:**

01-Staff Report - General Municipal Election Consolidation.docx
02-Resolution-Ordering Election and Requesting EDC Consolidation.docx
03-Exhibit A - Full Text of Measure-Residential Vacancy Tax

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

## Meeting Date: June 18, 2024

**Title: General Municipal Election Consolidation**

**Location:** Citywide

**Responsible Staff Member:** Susan Blankenship, City Clerk

**Background:**

**Citizen's Initiative**

On April 22, 2024, Locals for Affordable Housing filed a citizen's initiative containing 2,471 signatures purporting to be signatures of qualified electors with the City Clerk. The City Clerk delivered the petition via El Dorado County courier to the El Dorado County Elections Department in Shingle Springs for examination (Elections Code 9114, Examination of signatures and certification, full check).

On May 7, 2024, City Council passed a motion requesting an Elections Code section 9212 report for the Vacancy Tax Citizens Initiative to be presented at the June 18 City Council meeting to cover its fiscal impact, its effect on the use of land, availability of housing, and ability of the City to meet its regional housing needs, and its impact on funding for infrastructure including transportation infrastructure, contingent upon the City Clerk certifying the sufficiency of the petition. Council provided direction for this report to include fiscal impacts (positive and negative), methods for determining vacancy, impact on property values, a list of differences between comparable cities, implementation costs, an initial high-level legal analysis, and direction for the report to be as broad as possible given the time constraints.

On May 15, 2024, the City Clerk notified the proponents the petition exceeded the necessary number of valid signatures as certified by the El Dorado County Elections Department (1,159 or 10% of registered voters of the City of South Lake Tahoe at the time the Notice of Intent to Circulate was published) and found sufficient (Elections Code 9114 and 9211).

On June 4, 2024, the City Council *Received and Filed* the Certificate of Sufficiency of a petition entitled "An Initiative to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe." The Initiative has qualified for the November 5, 2024, Election.

**Elected Officials**

Two (2) Council members terms of office expire in November 2024 (Councilmembers Creegan and Friedrich).

The City holds elections for elective offices concurrently with statewide general elections as required by South Lake Tahoe City Code section 2.01.030.

**Consolidated Election with El Dorado County**

Under section 10403 of the California Elections Code, the City shall at least 88 days prior to the date of the election, file with the El Dorado County Board of Supervisors, and a copy with the City Clerk, a Resolution of the City Council ordering the election to be held and requesting consolidation with the statewide general election.

**Financial Implications:** Costs associated with administering elections will be budgeted for within City Clerk Budget FY 2024-2025.

**Environmental Considerations:** This is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(2) (continuing administrative activities).

**Policy Implications:** An order calling the election and requesting consolidation with the County conforms to the City Code and California Elections Code.

**Resolution 2024-XXX**

**Adopted by the City of South Lake Tahoe**
**City Council**

**June 18, 2024**

**Calling and Ordering an Election in the City of South Lake Tahoe and Requesting the El Dorado County Board of Supervisors to consolidate a General Municipal Election with the Statewide General Election on November 5, 2024**

**BACKGROUND**

A. The City Council of the City of South Lake Tahoe must order a General Municipal Election to be held on November 5, 2024, for the purpose of submitting to the electorate a Citizen's Initiative entitled "An Initiative to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe", and for the purpose of the election of two (2) Council Members.

B. Under South Lake Tahoe City Code section 2.01.030 and California Elections Code section 10403, the City Council is requesting that the General Municipal Election be consolidated with the Statewide General Election to be held on November 5, 2024.

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

1. Pursuant to the laws of the State of California relating to General Law Cities, calls and orders to be held in the City of South Lake Tahoe, County of El Dorado, a General Municipal Election to be consolidated with the Statewide General Election to be held on Tuesday, November 5, 2024, for the purpose of the election of two (2) Council Members, and for the purpose of submitting to the electorate a Citizen's Initiative entitled "An Initiative to Establish a Tax on Owners of Vacant Residential Units in the City of South Lake Tahoe".

2. Submits the Ordinance attached hereto as Exh. A to the qualified voters of the City on the general election on November 5, 2024, to impose a special tax on owners of certain vacant residential units.

3. Directs that the ballot label for the proposed Citizen's Initiative Measure shall be submitted for a "Yes" or "No" vote as follows:

> Shall the measure to tax property owners who keep nonexempt residential units in the City of South Lake Tahoe vacant more than 182 days/year, $3,000/unit for the first year of vacancy and $6,000/unit for subsequent consecutive years, subject to CPI adjustment, with exceptions, generating between $10,000,000 to $20,000,000 annually until ended by voters, to be used only for housing, roadworks, transit, and administrative and legal costs, with administration overseen by oversight committee, be adopted?

4. Declares that the type, rate, and method of collection of the tax are set forth in the Ordinance, the full text of which shall be printed and made available to voters pursuant to Sections 9119 and 9223 of the California Elections Code

5. Directs that arguments for and against the measure may be filed in accordance with applicable law, and that neither City Council as a body or any individual member of Council is directed to file a written argument or any rebuttal argument for or against the measure.

6. Directs the City Clerk to consider arguments for and against the measure and rebuttal arguments filed by bona fide associations or individual residents who are eligible to vote in accordance with California Elections Code sections 9282 and 9285, and directs the City Clerk to send copies of the arguments selected for and against the measure that will be printed and distributed to the voters to the opposing authors of the primary arguments, pursuant to California Elections Code section 9285. The authors, or a majority of the authors of the primary arguments, may prepare and submit rebuttal arguments not exceeding 250 words, or may authorize, in writing, others to submit a rebuttal argument. The rebuttal arguments shall be filed with the City Clerk, accompanied by the printed name(s) and signature(s) of the person(s) submitting it, or if submitted on behalf of an organization, the name of an organization, and the printed name and signature of at least one of its principal officers, not more than ten (10) days after the final date for filing direct arguments. Rebuttal arguments shall be printed in the same manner as primary arguments. Each rebuttal argument shall immediately follow the primary argument that it seeks to rebut.

7. Directs the City Clerk to transmit a copy of the Measure to the City Attorney who is directed to prepare an impartial analysis of the measure in accordance with California Elections Code section 9280.

8. Requests that the Board of Supervisors of the County of El Dorado approve consolidation of said election with the Statewide General Election to be held on November 5, 2024.

9. Acknowledges that the consolidated election will be held and conducted in the manner prescribed in California Elections Code section 10418.

10. Directs the City Clerk to file a certified copy of this resolution with the El Dorado County Board of Supervisors and the El Dorado County Recorder Clerk-Elections Division.

Adopted by the City of South Lake Tahoe City Council on June 18, 2024, 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.*

**INITIATIVE MEASURE TO BE DIRECTLY SUBMITTED TO THE VOTERS**

**AN INITIATIVE MEASURE TO ESTABLISH A TAX ON OWNERS OF VACANT RESIDENTIAL UNITS IN THE CITY OF SOUTH LAKE TAHOE**

**If approved by the voters, this initiative would add Chapter 3.60 to the South Lake Tahoe City Code, establishing a tax on owners of residential units that are vacant more than 182 days within a calendar year. This would be a special tax, meaning that revenue could be used only for purposes specified in the measure. The tax would apply to various types of vacant residential units, including houses, apartments, and one or more rooms consisting of separate living quarters, but not to hotel rooms used for transient occupancy, accessory dwelling units, rooms in nursing homes, units owned by nonprofits or governmental agencies, or units not usable in the winter season.**

**Units would not be considered vacant when an occupant using the unit as their principal residence is hospitalized or absent while serving as a firefighter, emergency service worker, or in the military, when the residential unit is uninhabitable because of natural disaster, renovation, or construction, or because of the death of the owner who was the sole occupant, or during a declared emergency.**

**Beginning on January 1, 2026, annual tax rates would be established, subject to an annual CPI adjustment:**

- **$3,000 per vacant residential unit for the first year of vacancy**
- **$6,000 per vacant residential unit for the second consecutive calendar year and each subsequent consecutive calendar year thereafter of vacancy**

**This measure would require every owner of a residential unit in the City to submit an annual declaration of occupancy. The City would be required to establish a process to annually audit residential units to confirm occupancy. Making a false declaration would result in a penalty of at least 100 percent of the tax owed in addition to other penalties and interest.**

**The use of the tax revenue would be restricted to specified purposes, including for repayment of bonds or other debt for the specified purposes: for housing purposes including constructing, purchasing, and operating housing properties and housing assistance, subsidy, and incentive programs; for roadworks and related infrastructure programs including construction, repair, maintenance, and replacement of roads, bicycle and multi-use paths, and stormwater infrastructure; for transit and related infrastructure purposes including bus and rail infrastructure within the City and operational and capital equipment costs of public transit services to serve areas within and outside the City; and for City costs of administering the tax and any legal defense of the measure.**

**A five-member Vacancy Tax Oversight Committee would be established to oversee the administration of the tax and make recommendations to City Council.**

**The measure would authorize the City to adopt rules and regulations for the implementation and administration of the tax, and would allow the City Council to amend Chapter 3.60 by majority vote to increase penalties and fees or reduce the applicability of exemptions, or by two-thirds vote to add new exemptions. A simple majority of votes is required to pass the measure.**

The people of the City of South Lake Tahoe do ordain as follows:

Section 1. Title

This Act shall be known and may be cited as the "City of South Lake Tahoe Residential Vacancy Tax Ordinance."

Section 2. Findings and Declarations

The People of the City of South Lake Tahoe find and declare as follows:

A. Residential vacancies are an increasing concern in South Lake Tahoe.

B. The 2022 American Community Survey (ACS) census indicates 7,150 out of 16,275 total housing units in the City of South Lake Tahoe are vacant. These vacant homes now account for approximately 44 percent of the total housing supply in South Lake Tahoe, up from approximately 33 percent in 2000.

C. The increase in vacant units has reduced available housing, contributing to a shrinking population, shortage of local workers, decline in school enrollment, and rising housing costs. Median home prices in the area have more than doubled since 2013. Approximately half of workers in the Tahoe area now live outside the region, and of those who do live here, nearly two-thirds do not earn enough to afford the living expenses of a typical family.

D. The housing affordability crisis has created an urgent need to fund additional services and programs including, but not limited to, construction of new affordable housing, housing acquisition and renovation, rental/deposit assistance programs, and homeowner assistance programs.

E. Existing funding from City, County, State, and Federal resources has been insufficient to meet the community's current housing needs. The City currently has a growing waitlist of over 1,000 residents seeking affordable housing, and will need an additional 3,290 housing units to house the local workforce by 2026.

F. The City's current transportation infrastructure is failing to meet the needs of the community and the environment. The City's Public Works department has cited the need for $500 million to resolve existing deferred maintenance to the City's roads, stormwater, and critical infrastructure. Additionally, the City will require significant funding to expand and improve public transit for the local workforce and community.

G. The City has identified the need to establish a local discretionary funding source to establish sufficient housing, road repair, and transit in the City of South Lake Tahoe's adopted 2023-2028 Strategic Plan.

H. The Vacancy Tax establishes a local discretionary funding source for housing, road repair and transit, as outlined by the City's Strategic Plan.

I. The Vacancy Tax introduces an annual fee for residential housing units that sit vacant for the majority of the year, with exemptions and exclusion periods for properties under renovation, elderly residents in care facilities, wildland firefighters, and active-duty military, among others. If a home is partially or fully occupied by an owner, tenant, or guest for more than 182 days throughout the year, no tax will be owed.

J. The Vacancy Tax is projected to generate more revenue than any other new funding source evaluated by the City by a significant margin, and could become the City's single largest revenue source.

K. The taxes imposed under this ordinance are to be used solely for the purpose of funding the creation and operation of local housing, road infrastructure, transit infrastructure and operations, and related programs, described below. Because the proceeds of the Tax will be deposited into a special fund restricted for the services and programs specified in this Ordinance, the Tax is a special tax.

L. The Vacancy Tax addresses the City's most pressing needs by simultaneously generating funds, adding available housing units, encouraging the active use of vacant property, and discouraging the loss of more housing units to vacancy, thereby promoting a healthy residential community and local economy.

Section 3. City of South Lake Tahoe Residential Vacancy Tax Ordinance

Chapter 3.60 is added to the City of South Lake Tahoe City Code to read as follows:

Chapter 3.60: Residential Vacancy Tax

Section 3.60.010 Definitions

Unless otherwise defined in this Chapter, the terms in this Chapter shall have the meanings given to them in Chapter 3 of the City Code, as amended from time to time. For purposes of this Chapter, the following definitions shall apply:

A. "Act" means the City of South Lake Tahoe Residential Vacancy Tax Ordinance.

B. "City" means the City of South Lake Tahoe.

C. "City Council" means the City Council of the City of South Lake Tahoe.

D. "Residential Unit" means a house, an apartment, a group of rooms, or a single room that is designed as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have a kitchen and direct access from the outside of the building or through a common hall. For purposes of this Chapter, a Residential Unit shall not include:

1. A unit in a hotel, as defined below:

(a) Any lodging house, dwelling, motel, hotel, condo-hotel, inn, bed and breakfast, or other building or structure or portion thereof, maintained, advertised, or otherwise held out to the public in any manner as a place where sleeping, rooming, or any other type of visitor accommodations are furnished to transients, composed either in whole or in part of members of the public, whether with or without meals.

(b) Vacation home rentals and time-sharing arrangements are not hotels for purposes of this Chapter.

2. An Accessory Dwelling Unit or Junior Accessory Dwelling Unit, as defined in City Code Chapter 6.85.050.

3. A unit in a currently operational nursing home, residential care facility, or other similar facility.

4. Any unit that is fully exempt from property tax under the welfare exemption under section 214(g) of the California Revenue and Taxation Code, as may be amended from time to time.

F. "Tax" means the Residential Vacancy Tax imposed by section 3.60.020.

G. "Vacant" means unoccupied by any natural person for more than 182 days, whether consecutive or nonconsecutive, within a given calendar year, except for the Exclusion Periods defined in section 3.60.030.

Section 3.60.020 Imposition of Tax

A. Except as otherwise provided in this Chapter, the City imposes an annual Residential Vacancy Tax on each person who owns a Residential Unit if that Residential Unit is Vacant.

B. The Residential Vacancy Tax on an owner of a Vacant Residential Unit shall be as follows:

1. For the first calendar year that the Residential Unit is Vacant, the tax shall be $3,000 per Residential Unit;

2. For the second consecutive calendar year and each subsequent consecutive calendar year thereafter that the Residential Unit is Vacant, the tax shall be $6,000 per Residential Unit.

C. The Residential Vacancy Tax shall take effect on January 1, 2026.

D. The rates set forth in subsection B shall be adjusted annually, beginning in 2027, in accordance with the increase in the Consumer Price Index: All Urban Consumers, or appropriate alternative or successor Consumer Price Index chosen by the City Manager or their designee, as reported by the United States Bureau of Labor Statistics, for October of the year preceding the subject year. The City shall publish the adjusted tax rates for the subject year no later than December 31 of the preceding year.

E. The Residential Vacancy Tax shall be payable by the person who owns the Vacant Residential Unit. Not more than one tax per Residential Unit shall be imposed under this section for a calendar year by reason of multiple liable owners. If there are multiple liable owners, each owner shall be jointly and severally liable for the Tax, which shall be the highest amount of tax payable by any owner for that Residential Unit for that calendar year.

F. In determining whether a Residential Unit is Vacant during a calendar year, days within any Vacancy Exclusion Period shall be counted as if occupied if that Vacancy Exclusion Period applies to an owner or tenant of that Residential Unit, as shall days in which the Residential Unit was not owned by the owner.

Section 3.60.030 Vacancy Exclusion Period

In determining whether a Residential Unit is Vacant during a calendar year, days within any Vacancy Exclusion Period shall be counted as if occupied if that Vacancy Exclusion Period applies to an owner or tenant of that Residential Unit.

Vacancy Exclusion Period means any of the following:

A. Care Period. The period during which a Residential Unit is unoccupied because the occupant of the Residential Unit who uses that Residential Unit as their principal residence is staying in a hospital, long term or supportive care facility, medical care or treatment facility, or other similar facility.

B. Civilian Service Period. The period during which a Residential Unit is unoccupied because an occupant of the Residential Unit who uses that Residential Unit as their principal residence is serving as a firefighter or other emergency service worker.

C. Disaster Period. The three-year period following the date that a Residential Unit was made uninhabitable or unusable due to fire, natural disaster, or other catastrophic event, except where a negligent, reckless or willful act or omission by the owner or agent of the owner contributed to or caused the Residential Unit to become uninhabitable or unusable due to fire, natural disaster, or other catastrophic event.

D. Emergency Period. The declared period during which the City Council, by a two-thirds vote of the City Council, finds that a declared emergency has undermined the ability of owners to fill vacancies in their Residential Units. Such a period shall last for no more than 60 days from its enactment by the City Council, but may be extended by 60-day increments, on or before its expiration, by a two-thirds vote of the City Council, for a total of no more than one year, so long as the emergency continues and the required findings continue to be made.

E. Military Service Period. The period during which a Residential Unit is unoccupied because an occupant of the Residential Unit who uses that Residential Unit as their principal residence is serving in the Military.

F. Owner Death Period. The period, with respect to a co-owner or decedent's estate, heirs, or beneficiaries, during which a Residential Unit is unoccupied because of the death of any owner of a Residential Unit who was the sole occupant of that Residential Unit immediately prior to such owner's death, provided that such period shall not exceed the longer of two years or the period during which the Residential Unit is subject to the authority of a probate court.

G. Rehabilitation Period. The period of active renovation or construction of a Residential Unit, for which a building permit was issued, and for which the City Manager or their designee determines, by way of documentation submitted by an owner, reasonably negatively impacted the habitability of that unit for a duration of time that the City Manager or their designee determines was reasonable for the permitted renovation or construction.

Section 3.60.040 Exemptions

A. For only so long as and to the extent that the City is prohibited by the Constitution or laws of the State of California or the Constitution or laws of the United States from imposing the Residential Vacancy Tax on any person, that person shall be exempt from the Residential Vacancy Tax.

B. Any organization that is exempt from income taxation under section 501(c)(3) of the Internal Revenue Code of 1986, as amended, shall be exempt from the Residential Vacancy Tax.

C. The federal government, the City, the State of California, and any county, municipal corporation, district, and other political subdivision of the State shall be exempt from the Residential Vacancy Tax, except where any constitutional or statutory immunity from taxation is waived or is not applicable.

D. Any Residential Unit on a parcel accessed by a road subject to seasonal winter road closures, or for which year-round access to the Residential Unit is otherwise seasonally restricted by agreement with a local, state, or federal government or government agency, or by a deed restriction that existed prior to January 1, 2024, shall be exempted from the Residential Vacancy Tax. The City Manager or their designee shall prescribe a manner for owners of Residential Units to claim this exemption.

E. Any Residential Unit that lacks suitable insulation or heating for winter habitability as of January 1, 2024 shall be exempted from the Residential Vacancy Tax. The City Manager or their designee shall prescribe a manner for owners of Residential Units to claim this exemption, which shall include an inspection of the Residential Unit. The City may charge a reasonable fee for this inspection. New Residential Units that are constructed without suitable insulation or heating for winter habitability, or existing Residential Units that are altered to remove suitable insulation or heating for winter habitability, after January 1, 2024, shall not be exempted from the Residential Vacancy Tax.

Section 3.60.050 Declaration of Occupancy & Returns

A. Vacancy Tax Due Date. The City Manager or their designee shall specify a Vacancy Tax Due Date, not to exceed six (6) months from the end of the subject year. The City Manager or their designee shall publish the Vacancy Tax Due Date no later than December 31 of the year preceding the subject year.

B. Declaration of Occupancy. Every owner of a residential unit, or a representative authorized to act on their behalf, shall file an annual Declaration of Occupancy with the City.

1. The City Manager or their designee shall prescribe the means and manner for submitting an annual Declaration of Occupancy for a Residential Unit, that shall include, but are not limited to, the following components:

(a) A means to declare the Residential Unit as Vacant, or not Vacant, or subject to an Exemption, and which may include the submission of supporting documentation;

(b) A website or online portal which explains the Tax and allows electronic submission of the Declaration of Occupancy; and

(c) A paper declaration form which explains the Tax and provides for mail or in-person submission of the Declaration of Occupancy. Paper declaration forms shall be mailed to owners no later than October 31 of the subject year for which the Residential Vacancy Tax is being imposed. The City may allow owners to opt out of receiving paper forms related to this Tax.

2. All persons who own a Residential Unit, or their agent, or a representative authorized to declare on their behalf, shall submit an annual Declaration of Occupancy, by either electronic submission or paper declaration form, for each Residential Unit owned at any time during a calendar year, on a date specified by the City Manager or their designee and which is no later than the Vacancy Tax Due Date. The City Manager or their designee may elect to waive this requirement for owners who are exempt from the Residential Vacancy Tax with respect to that Residential Unit under Section 3.60.040.

3. Any person who fails to file a Declaration of Occupancy, as required by this Section for a Residential Unit, shall be presumed to have kept that Residential Unit Vacant for the calendar year for which the Declaration is required.

4. Any owner who submits a Declaration of Occupancy less than twelve (12) months late, and which declares the Residential Unit as not Vacant, or subject to an Exemption, shall have the Tax and any associated penalties and interest waived, but the owner shall pay a Late Fee as defined in section 3.60.070.

5. Any person who fails to file the required Declaration of Occupancy may, at any time, rebut the presumption by producing satisfactory evidence, in a manner prescribed by the City Manager or their designee, that a Residential Unit that they owned was not Vacant during the calendar year for which the Declaration is required. If satisfactory evidence is provided, the Tax and any associated penalties and interest shall be waived, but the owner shall pay a Late Fee as defined in section 3.60.070.

C. Each person who is required to pay the Residential Vacancy Tax, as outlined in Sections 3.60.020 to 3.60.040, shall file a return, along with a payment of the tax, in the form and manner prescribed by the City Manager or their designee. The return shall be submitted by the owner, their agent, or a representative authorized to file on their behalf, for each Residential Unit owned, no later than the Vacancy Tax Due Date. The Declaration of Occupancy and return may be combined into a single form to be submitted electronically, by mail, or in-person.

Section 3.60.060 Administration of the Residential Vacancy Tax

A. The City Manager or their designee shall enforce the provisions of this Chapter and may prescribe, adopt, and enforce rules and regulations relating to the administration and enforcement of this Chapter.

B. Audits. The City Manager or their designee shall establish reasonable processes for auditing Residential Units to verify an associated return or Declaration of Occupancy and for owners to provide any supporting documentation as may be required to make a determination of vacancy. Audits may take place at any time for up to five (5) years after the applicable calendar year.

C. Any Residential Vacancy Tax owed is delinquent if not received by the City on or before the Vacancy Tax Due Date.

Section 3.60.070 Failure to Remit Tax - Penalties and Fees

A. Late Fee. Any owner who submits a return or Declaration of Occupancy late, shall pay a late fee not less than $35.

B. Delinquency penalty. Any owner who fails to remit any delinquent remittance on or before a period of 30 days following the date on which the remittance first became delinquent shall pay a delinquency penalty of 10 percent of the amount of the Residential Vacancy Tax.

C. False Declaration. For each subject year within the preceding five (5) years, if the City Manager or their designee determines that:

1. A Residential Unit was Vacant for that subject year; and
2. The Tax was not paid in full for that subject year; and
3. A false statement was made on a Declaration of Occupancy for that subject year

then a penalty of no less than 100 percent of the amount owed, exclusive of fees, interest, and penalties, shall be added thereto in addition to the penalties imposed in this section.

D. Repeated False Declaration. The City Manager or their designee may specify an increased penalty for owners who make repeated False Declarations.

E. Transactions with the principal purpose of avoiding or evading all or a portion of the Residential Vacancy Tax shall be disregarded for purposes of determining the amount of the Residential Vacancy Tax and whether the Residential Vacancy Tax is due. Any owner determined to have engaged in one or more transactions with the principal purpose of avoiding or evading all or a portion of the Residential Vacancy Tax shall be liable for the Residential Vacancy Tax and also liable for a penalty in an amount not less than the Residential Vacancy Tax.

F. Charge for Audits and Collection of Attorney's Fees. A reasonable fee equal to the City's costs for the audit of a Declaration of Occupancy, shall be charged to the owner of the Residential Unit where unpaid taxes are discovered as a result of the audit. If the City is the prevailing party in litigation filed to collect taxes, penalties, and/or interest due under this chapter, the City shall be entitled to recover reasonable attorney's fees and costs.

G. Interest. In addition to the penalties imposed, any owner who fails to remit any tax imposed by this Chapter shall pay interest at the rate of one and one-half percent per month or fraction thereof on the amount of the tax, inclusive of penalties, from the date on which the remittance first became delinquent until paid.

H. Penalties Merged with Tax. Every penalty imposed and such interest as accrued under the provisions of this section shall become a part of the tax required to be paid.

I. Any tax required to be paid by an owner under the provisions of this Chapter shall be deemed a debt owed by the owner to the City. Any person owing money to the City under the provisions of this Chapter shall be liable to an action brought in the name of the City for the recovery of such amount, along with any collection costs incurred by the City as a result of the person's noncompliance with this Chapter, including, but not limited to, reasonable attorney's fees, plus interest and penalties as herein provided.

Section 3.60.080 Appeals

A person who owns a Residential Unit may, within fifteen (15) days of notification of an adverse decision by the City Manager or their designee under this Chapter, file with the City Clerk a written notice of appeal pursuant to the procedures described in Section 2.35 of the City Code.

Section 3.60.090 Residential Vacancy Tax Fund

There is hereby established in the Treasury of the City of South Lake Tahoe a special fund entitled the Residential Vacancy Tax Fund. All revenues generated by the Residential Vacancy Tax, together with any interest and penalties, shall be collected each fiscal year and deposited into the Fund. Revenues in the Fund shall be used exclusively to carry out the purposes of this Act as specified in Section 3.60.100.

Section 3.60.100 Use of Residential Vacancy Tax Ordinance Revenue

Monies in the Residential Vacancy Tax Fund may be used for the following purposes:

A. Housing purposes:

1. The construction of housing within the City of South Lake Tahoe;
2. The purchase of property within the City of South Lake Tahoe for the purposes of creating new housing opportunities;
3. Paying property owners to add deed restrictions to property within the City of South Lake Tahoe;
4. The purchase of property containing existing housing within the City of South Lake Tahoe for the purpose of continuing its operation;
5. The renovation, maintenance, expansion, or operation of housing units, including rehabilitation loan programs;
6. Housing assistance programs, including but not limited to rental subsidies, security deposit assistance programs, and home buyer assistance programs;
7. Housing incentive programs, including but not limited to, property developer incentive programs, and landlord incentive programs;
8. Housing support services, including but not limited to, housing issues hotlines, legal aid, and fair housing programs; and
9. Enforcement of allowed uses of residential properties.

B. The City Council shall establish eligibility standards for each housing expenditure made under paragraphs 1 through 7 of subdivision A based on one or more of the following factors:

1. Occupant or household income;
2. Occupant or household wealth;
3. Occupant geographic employment;
4. Occupant disability;
5. Previous occupancy in government-subsidized housing;
6. Previous occupancy in housing with eligibility standards based on wealth, income, disability, or geographic employment; or
7. Prohibition on the property from becoming Vacant.

C. Roadworks and related infrastructure purposes:

1. The repair, maintenance, replacement, or new construction of road infrastructure within the City of South Lake Tahoe;
2. The repair, maintenance, replacement, or new construction of bicycle or multi-use paths within the City of South Lake Tahoe; and
3. The repair, maintenance, replacement, or new construction of infrastructure related to the management of stormwater as defined in section 7.15.030 of the City Code.

D. Transit projects and related infrastructure purposes:

1. The operational or capital equipment costs of public transit services, including but not limited to transit vehicles, transit related personnel, or transit related contract services, which operate within the City of South Lake Tahoe and which may additionally serve destinations outside of the City of South Lake Tahoe; and
2. The repair, maintenance, replacement, or new construction of public transit infrastructure, including but not limited to bus or rail infrastructure, within the City of South Lake Tahoe.

E. Reimbursing the City for the administrative costs of establishing the program for collecting the Residential Vacancy Tax, as well as all continuing costs of administering the Tax. Administrative costs include, but are not limited to costs associated with:

1. Independent third-party audits of the use of monies in the Fund;
2. Monitoring and enforcing compliance with this Chapter;
3. Developing ordinances and regulations to implement this Chapter;
4. Collecting the Tax;
5. Public communications relating to the Tax; and
6. Any legal defense of this Chapter.

F. Held in reserve and accumulated for spending in subsequent years for purposes listed in this section.

Section 3.60.110 Vacancy Tax Oversight Committee

A. The Vacancy Tax Oversight Committee is hereby established for community oversight of the Tax, to review expenditures and appropriations of the Tax revenue, to recommend new expenditures, and to make recommendations to the City to improve the implementation, compliance, and enforcement of the Tax.

B. The Committee shall consist of at least five (5) members who are all residents of the City, and appointed by City Council. Members of the Committee shall serve a term of four years, and no member may serve more than two consecutive four-year terms. A member's position shall become vacant upon their death, resignation, or removal by the Council. In the case of such a vacancy, the Council shall appoint a successor to fill the unexpired term, subject to the approval of the majority of the Council.

C. A quorum of the Committee shall never be fewer than three (3) members. If there are vacancies on the Committee due to a lack of applicants, or the failure to appoint members, the Committee may operate with three (3) members.

D. The City Manager or designee shall provide clerical assistance, administrative support, and technical assistance to the Committee and may be present at the Committee meetings, or may send a designee.

E. The Committee may convene community meetings to solicit community testimony and other input to build trust between the community, neighborhoods, and the City, and to address other similar and relevant subjects as determined by the Committee within its jurisdiction.

Section 3.60.120 Legal Defense

A. If this Act is approved by the voters of the City of South Lake Tahoe and thereafter subjected to a legal challenge, the City Attorney or appointed independent counsel shall, to the best of their abilities, faithfully defend this Chapter against any litigation and until all reasonable appeal options are exhausted. Costs associated with any defense of this Chapter may be reimbursed from monies in the Fund.

B. Nothing in this section shall prohibit the proponents of this Act from intervening to defend this Act.

Section 3.60.130 Annual Reports

Beginning in 2025, the City Manager shall file annually with the Council a report on the implementation, auditing, and enforcement of the Tax.

Section 3.60.140 Authorization and Limitation on Issuance of Bonds

The City shall be authorized to pledge revenues generated by the Residential Vacancy Tax to the repayment of limited tax bonds or other forms of indebtedness authorized under this section. The Council shall by ordinance or resolution, as applicable, establish the terms of any limited tax bonds or other forms of indebtedness authorized hereby, including but not limited to, the amount of the issue, date, covenants, denominations, interest rate or rates, maturity or maturities, redemption rights, tax status, manner of sale, and such other particulars as are necessary or desirable.

Section 3.60.150 Severability

If any word, phrase, sentence, part, section, subsection, or other portion of this ordinance, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the prescribed application thereof, shall be severable, and the remaining provisions of this Chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect. The People of the City of South Lake Tahoe hereby declare that they would have passed this ordinance, and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases had been declared invalid or unconstitutional.

Section 3.60.160 Savings Clause

No section, clause, part, or provision of this Chapter shall be construed as requiring the payment of any tax that would be in violation of the Constitution or laws of the United States or of the Constitution or laws of the State of California.

Section 3.60.170 Liberal Construction

This Chapter shall be liberally construed to effectuate its purpose.

Section 4. Increase Appropriations Limit

Pursuant to California Constitution Article XIII B and applicable laws, for four years from November 5, 2024, the appropriations limit for the City shall be increased by the aggregate sum collected by the levy of the special tax imposed under this ordinance.

Section 5. Amendments

The City Council may, by majority vote of the entire City Council, amend this Chapter in furtherance of the purposes of the Act, to increase penalties and fees, reduce the applicability of Vacancy Exclusion Periods, reduce the applicability of Exemptions, or to correct ambiguities or errors in language, provided that such amendments do not decrease the dollar amounts of the tax, penalties, or fees.

The City Council may, by two-thirds vote of the entire City Council, amend this chapter, in furtherance of the purposes of the Act, to add new Vacancy Exclusion Periods or Exemptions.

Section 6. Effective Date

This Ordinance, and all the provisions hereof, shall become effective only upon affirmative passage by a fifty (50) percent plus one (1) majority of the voters voting on the Ordinance. This Ordinance shall be considered adopted on the date that the City declares the results of the election at which it was voted upon and shall be effective ten (10) days thereafter.

* * * * *

## Notice of Intention to Circulate Petition

Notice is hereby given of the intention of the persons whose names appear hereon of their intention to circulate the petition within the City of South Lake Tahoe for the purpose of enacting a residential vacancy tax. A statement of the reasons for the proposed action as contemplated in the petition is as follows:

Median home prices in South Lake Tahoe have more than doubled since 2013. Half of Lake Tahoe's workers now live outside the region, and of those who do live here, nearly two-thirds do not earn enough to afford the living expenses of a typical family.

As families struggle to find housing and local businesses struggle to find employees, 44% of all housing units in South Lake Tahoe - now over 7,000 houses - sit empty most of the year. Since 2000, the increase in vacancies has outpaced new housing construction, resulting in more vacant houses and fewer homes for residents.

This lack of local housing has contributed to a shortage of workers, a shrinking population, and a severe drop in school enrollment and attendance-based funding.

This measure addresses South Lake Tahoe's housing crisis by introducing a tax on vacant houses. The Vacancy Tax simultaneously encourages the use of existing vacant properties while generating tens of millions of dollars in revenue. As a special-use tax, Vacancy Tax revenue can be used ONLY for local housing, road infrastructure, and transit, as well as enforcement and administration of the tax. Allowed uses include development of affordable housing, rental and home-buyer assistance, incentives for property owners to rent to residents, and addressing the $500 million backlog of deferred road repairs, and stormwater and infrastructure needs.

The tax applies ONLY to residential units that sit vacant for the majority of the year, with exclusions for properties under renovation, seasonal cabins, elderly residents in care facilities, wildland firefighters, and active-duty military, among others. As long as a home is occupied by an owner, tenant, or guest for more than 182 days throughout the year, consecutively or not, there is no tax.

Without bold action, the housing crisis will continue to escalate and roads will continue to deteriorate. The Vacancy Tax is the only housing and funding solution that addresses the scale of our community's critical needs.

Amelia Richmond

**INITIATIVE MEASURE TO BE DIRECTLY SUBMITTED TO THE VOTERS**

**The city attorney has prepared the following title and summary of the chief purpose and points of the proposed measure:**

**AN INITIATIVE MEASURE TO ESTABLISH A TAX ON OWNERS OF VACANT RESIDENTIAL UNITS IN THE CITY OF SOUTH LAKE TAHOE**

**If approved by the voters, this initiative would add Chapter 3.60 to the South Lake Tahoe City Code, establishing a tax on owners of residential units that are vacant more than 182 days within a calendar year. This would be a special tax, meaning that revenue could be used only for purposes specified in the measure. The tax would apply to various types of vacant residential units, including houses, apartments, and one or more rooms consisting of separate living quarters, but not to hotel rooms used for transient occupancy, accessory dwelling units, rooms in nursing homes, units owned by nonprofits or governmental agencies, or units not usable in the winter season.**

**Units would not be considered vacant when an occupant using the unit as their principal residence is hospitalized or absent while serving as a firefighter, emergency service worker, or in the military, when the residential unit is uninhabitable because of natural disaster, renovation, or construction, or because of the death of the owner who was the sole occupant, or during a declared emergency.**

**Beginning on January 1, 2026, annual tax rates would be established, subject to an annual CPI adjustment:**

- **$3,000 per vacant residential unit for the first year of vacancy**
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DECLARATION OF CIRCULATOR

(to be completed in the circulator's own hand after above signatures have been obtained)

I, _____, am 18 years of age or older. My residence address is
(print name)

_____. I circulated this section of the petition and witnessed
(street address, city, state, zip)

each of the appended signatures being written. Each signature on this petition is, to the best of my information and belief, the genuine signature of the person whose name it purports to be. All signatures on this document were obtained between the dates of _____ and _____. I declare under penalty of under the laws of the State of California that the foregoing is
(month, day, year) (month, day, year)

true and correct.

Executed on _____, _____ at _____, California.
(month and day) (year) (place of signing)

Signature of Circulator _____
(complete signature including full name of circulator)

# City of South Lake Tahoe

**Agenda Item Executive Summary**

Joe Irvin, City Manager

**Meeting Date:** June 18, 2024
**Agenda Item #:**24

**Agenda Item:** Agenda Planning Calendar

**Executive Summary:** The attached Agenda Planning Calendar outlines a preliminary schedule for future City Council meeting agenda items.

**Requested Action / Suggested Motions:** A Councilmember may request that an item be placed on a future agenda. Upon the support of one (1) additional Council Member, direction shall be given to the City Manager to calendar the item for a convenient future agenda, but no sooner than the second meeting after the request was made, and/or modify the Agenda Planning Calendar as desired.

**Responsible Staff Member:** Joe Irvin, City Manager and Susan Blankenship, City Clerk

**Attachments:**

APC - 06 13 2024.pdf

# 2024 Agenda Planning Calendar (Updated 06 13 2024)

| Department | | Agenda Item | Agenda Section |
|---|---|---|---|
| **Aug 13, 9 a.m.** | **City Mngr.** | Resolution Authorizing Transportation Development Act Claim | Consent |
| | | Water Bottle Ban - League to Save Lake Tahoe | Presentation |
| | | CalRecycle Grant Award for 2023 SB 1383 Local Assistance Grant Program | Consent |
| | | Award of On-Call Electrical/Structural Engineering | Consent |
| | | Participatory Budget Survey Results | UB |
| | | Real Estate and Economic Development Services PSA | NB |
| | | Establishing an EV Charging Rate for the City's Public EV Chargers | Consent |
| | | Transit JPA Update | UB |
| | | EV Charging Parking Ordinance (First Reading) | NB |
| | | National Community Survey Results | NB |
| | | Tax Sharing Resolution (AB 8) Clean-Up Annexation | UB |
| | **Dev Services** | Quarterly Housing Report | Consent |
| | | Mid-Town Policy Input | UB |
| | **Finance** | Financial Policies Update | Consent |
| | **Parks & Rec** | El Dorado Boat Ramp Lease Agreement | Consent |

# 2024 Agenda Planning Calendar (Updated 06 13 2024)

| | | | |
|---|---|---|---|
| | | Rec Center Donation Naming Rights Agreement | NB |
| | | Award of Skate Park Renovation Contract | Consent |
| | **Public Works** | Airport Master Plan Presentation | NB |
| | | Update on Fire Station 3 and Allocation of funds from Station 1 | NB |
| | | 2024-25 CIP Recommendations | NB |
| | | Airport Restaurant Lease Agreement | NB |
| | | Award Upper Bijou Creek Drainage Project | Consent |
| | | Award of Pioneer Safety HSIP Project | Consent |
| | | TRPA and Rec Facilities JPA Funding for the Bijou Park Connector | Consent |
| | | Award of Tahoe Valley Greenbelt Phase 2 | Consent |
| | | Award of PSA for Dennis Machida Greenway | Consent |
| **Aug 27, 9 a.m.** | ***Budget Workshop** | **City Council, STJPPFA** | |
| | **City Manager** | EV Charging Parking Ordinance (Second Reading) | Consent |
| | **Public Works** | Award of Bellamy Parking Garage Phase 2 | Consent |
| | | Award of PD Roof Repair | Consent |
| **Sept. 10, 9 a.m.** | **City Manager** | Barton Community Health Needs and Harm Reduction Update | Presentation |

# 2024 Agenda Planning Calendar (Updated 06 13 2024)

| | | | |
|---|---|---|---|
| | | Website Redesign Update | NB |
| | | SSTMA Agreement for Microtransit | UB |
| | **Dev Services** | Review of Employee Housing Public and Business Outreach Campaign | UB |
| | | City/CTC land exchange agreement | Consent |
| | | TAU Discussion | NB |
| | | Annual Homelessness Report | NB |
| | | Employee Housing Signage Ordinance | PH |
| | **Finance** | Investment Policy update | Consent |
| | | | |
| | **Public Works** | Award Pioneer Trail Phase II Project | Consent |
| | | Award James-Eloise Drainage Upgrade | Consent |
| **Sept. 24, 5:30 p.m** | **City Clerk** | City Council Compensation Ordinance (First Reading) | NB |
| | | Conflict of Interest Code Update | Consent |
| | **City Mngr** | Residential Organics Diversion Program | Presentation |
| | **Dev Services** | Disparate Impact Analysis Findings about Local Preference Ordinance | UB |
| | | Discussion: Second Home Cap/Permit Options | NB |

# 2024 Agenda Planning Calendar (Updated 06 13 2024)

| | | | |
|---|---|---|---|
| | **Finance** | Quarterly Budget and Financial Status Report as of June 2024 | Consent |
| | | Investment Portfolio Report as of June 2024 | Consent |
| | **Public Works** | Award Lakeview and Ski Run Electrical Upgrades | Consent |
| **Oct. 15, tbd** | **BOS/City Council Special Joint Meeting** | | |
| **Oct. 22, 5:30 p.m.** | **City Clerk** | City Council Compensation Ordinance (Second Reading) | Consent |
| | **Finance** | GAAN Limit | Consent |
| | | Fiscal Year 2023-2024 Budgeted Funds Re-appropriation | Consent |
| **Nov. 5, 9 a.m.** | **Dev. Services** | Radon - Jeff Minor | Presentation |
| | | One-Year Results of Inclusionary Housing Ordinance | |
| | **Finance** | TID Annual Report | NB |
| **Nov. 19, 5:30 p.m.** | **Finance** | Annual ROPS approval | STRSA Consent |
| **STRSA** | | | |
| **Dec. 10, 5:30 p.m.** | **City Clerk** | Certification of Election | |
| | | Oaths of Office | |
| | | City Council Re-Organization | |
| | | Quarterly Budget and Financial Status Report as of September 2024 | Consent |
| | | Investment Portfolio Report as of September 2024 | Consent |

# 2024 Agenda  Planning Calendar (Updated 06 13 2024)

| | | |
|---|---|---|
| **Unscheduled/Pending** | | |
| | **City Clerk** | Records Management Policy (Updated) 1/2025 |
| | **City Manager** | Comprehensive Energy Services Contract |
| | | Municipalization of Electric Utility - Feasability Analysis |
| | **Dev Services** | REACH Code Adoption |
| | | Res. Area Plan to Accommodate SB9 and Remove Tourist Accomodation |
| | | Building Code Appendix AW adoption-3D printed structures |
| | **Finance** | Disolution STJPPFA |
| | **Public Works** | Hwy 50/89 Concrete/Pavement Option |
| | | Award High Priority Pipe Replacement Project |
| | | TTD US 50 Plans Presentation |