

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

Wrap-Up / Next Steps

- Develop Draft Plan
 - Review Draft in August
- Contacts:
 - Cindy Gustafson: cindyg@tcpud.org
 - Sandy Evans Hall: sandy@puretahoenorth.com
 - Stephanie Grigsby: sgrigsby@designworkshop.com

Slide 41

Presentation – Work Session 2, Friday, June 29

DESIGNWORKSHOP

Tahoe City Vision Plan

June 2012

We would like your input on the Tahoe City Vision Plan! Please take a minute to share your thoughts on the following questions:

- What is the future about in Tahoe City? How do you see it? What does it contain?
I fear for the future of Tahoe City due to its lack of diversity in business and high cost of living. I see one business after another closing and loss of jobs, together with the high cost of housing.
- What defines Tahoe City's character that others don't have?
The lake
- What is it that brings people here versus other places? Or why do they go to other places? What do they want? *skiing and beautiful summers*
- What are the fundamental challenges facing Tahoe City? What are the impediments to development? How do you see they might be addressed? *The Hendrickson building is a tremendous eyesore together with the old Rod's 76 lot*
- What are your thoughts on the draft vision plan? Are there pieces you like? What pieces would you change? Are there other ideas we should consider? *I do not know anything about it. Hope it addresses the traffic. It is a very grand plan (s). It appears it will rely on small shops and lodging. How will these survive the slow seasons?*

Name: Harry Long

Email: _____

Phone: 525-1134

Please turn in your forms at the workshop or send completed form to:

Stephanie Grigsby, RLA, AICP, LEED® GA

Principal

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RE: Vision Plan - Input Welcome
Marina Marengo to: SGrigsby

07/05/2012 11:02 AM

History: This message has been replied to.

DESIGNWORKSHOP

Tahoe City Vision Plan
June 2012

We would like your input on the Tahoe City Vision Plan! Please take a minute to share your thoughts on the following questions:

- What is the future about in Tahoe City? How do you see it? What does it contain?
Lodging 100+ TAU's serving middle+uppermiddleclass clients w/ an ADR of \$150-250/nt would dramatically affect our town.
- What is one thing you think that should be considered in the downtown vision of Tahoe City?
Same as above. + Move saweway to Dyer's 6 acres, turning that site into lodging or mixed use. We really don't need much more, if any more, CFA.
- What defines Tahoe City's character that others don't have?
Lakefront, views
- What is it that brings people here versus other places? Or why do they go to other places? What do they want?
*Here: the lake - it's a one of a kind
Go Elsewhere: as we don't have beds except to service the \$89/nt crowd.*
- What are the fundamental challenges facing Tahoe City? What are the impediments to development? How do you see they might be addressed?
*Getting TAUs, cost of development, exhorbatant time needed for development (which is a cost)..... usually 5 years!
Developers want to come in. Old guard also won't move-on.*

Name: Brad Hester
Email: laketahoehester@gmail.com
Phone: 530-581-4378

- Ollie Herrickson
- Terry + Paul Dyer
- Mohamed i
- etc....

Please turn in your forms at the workshop or send completed form to:
Stephanie Grigsby, RLA, AICP, LEED® GA
Principal

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Hi Stephanie,

Without going into a lengthy opinion page I will try to be brief about what I see that Tahoe City needs.

I would hope that the future of Tahoe City is one of improvement in some of its buildings and infrastructure without looking like every other resort town. I don't like the Intrust/Village look that a lot of towns have replaced their old building with. Our hotels/motels are aging and I agree that they could use some work, but convincing property owners to spend the money to upgrade is another hurdle. So I see this as being a slow process unless properties change hands or current owners get the needed capital to improve at low interest rates. Too bad redevelopment money is not available anymore.

Tahoe City's character is defined by its proximity to some of the best recreation in the area. Outdoor activities rule, with the lake as it's number one attractant. Don't mess up the lake and you'll always attract people. The concentration of ski areas in this area is the second biggest asset. The ski industry is a hard way to make a living – especially when the weather doesn't cooperate. Keeping our ski areas in business is very important, because without them we will all be out of business.

I think the fundamental challenges facing Tahoe City is the slow pace of getting anything done in this town. It took 25 years to get sidewalks and 30 years to get the lakeside bike path. The people involved with these project have the patience of saints when it comes to getting something done. Because the town is not incorporated, it's issues are governed by an awkward combination of County, PUD, Forest Service, and State Parks, TRPA, Resort Association. I probably missed a few but you get the idea.

I think that by putting together a vision plan and soliciting ideas from the town businesses, you will get a consensus on what we want to see. As I said in my first paragraph, I don't want Tahoe City to look like every other resort town (Vail), but we do need some help. Good luck and I look forward to reviewing your plan.

Marina Marengo
Tahoe Dave's Skis and Boards
530-583-8833
530-583-6612 Fax

From: SGrigsby@designworkshop.com [mailto:SGrigsby@designworkshop.com]
Sent: Thursday, June 28, 2012 12:40 PM
To: dave@tahoedaves.com; marina@tahoedaves.com
Subject: Vision Plan - Input Welcome

Dave and Marina,

I got your names and contact information from Kelly Twomey & Steve Hoch. I am working with the Tahoe City PUD and the North Lake Tahoe Resort Association on a vision plan for the downtown core area of Tahoe City. We are conducting a work session today and tomorrow and wanted to invite you by if you have time. You can drop by anytime between 1pm and 6pm today and then 11am and 12:30pm tomorrow to see what we are working

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on and share ideas. The presentation on the draft plan will be Friday at 2-4. The questions we have asked others who are participating include the questions below. So if you don't have time to stop by and would still like to participate, feel free to share your thoughts with me via email or phone.

What is the future about in Tahoe City? How do you see it? What does it contain?

What defines Tahoe City's character that others don't have?

What is it that brings people here versus other places? Or why do they go to other places? What do they want?

What are the fundamental challenges facing Tahoe City? What are the impediments to development?

How do you see they might be addressed?

After seeing the draft vision plan, what are your thoughts? Are there other ideas we should consider?

I have attached a handout describing the process and an agenda for the work session for your information.

Thanks again. You can reach me via email or at 775-588-5929.

NOTE: This message was trained as non-spam. If this is wrong, please correct the training as soon as possible.

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Public Comment, Tahoe City Vision Plan

Ted Guzzi to: Stephanie Grigsby

07/06/2012 04:53 PM

History: This message has been replied to.

Tahoe City Vision Plan, June 2012 - Public Comments

Design Workshop presentation and questionnaire:

What is the future about in Tahoe City? How do you see it? What does it contain?

What is the future about anywhere? Balancing nature and people, using resources sustainably, protecting open space and wildlife, clean air and water....

What defines Tahoe City's character that other don't have? LAKE TAHOE (silly question)

What is it that brings people here versus other places? Or why do they go to other places? What do they want?

See above, Lake Tahoe of course. They go to other places for other things. And who knows what people want... or if it is a good idea to give them what they want....

What are the fundamental challenges facing Tahoe City? What are the impediments to development? How do you see they might be addressed?

Why is a question on "fundamental challenges" linked with "impediments to development"? I don't think the fundamental challenges facing Tahoe City have anything to do with impeded development. The challenges would include traffic, opening up Lake views and Lake access to the public, and rehabbing and/or replacing older buildings. So if rehabilitation equals development, then the impediments to that are mainly economics.

What are your thoughts on the draft vision plan? Are there pieces you like? What pieces would you change? Are there other ideas we should consider?

As a local architect, I did not have enough time to thoroughly review the presentation drawings, but did not see much I like at all. (Since this 'vision plan' is partially sponsored by a public agency, the Tahoe City PUD, shouldn't there have been better noticing of the meetings? I did not see anything in the paper, and only found out through friends, and only in time to get to the last 'work session', and the 'public comment' portion was only for one hour.)

The draft 'vision plan' was obviously put together by people who don't live here and do not seem to be considering the people who do live here. The only issue addressed appears to be maximizing TAU's (perhaps for an Olympics bid?). The one-page handout refers to the "Villages" at Squaw Valley and Northstar as models? Neither place supports a local population, and people who do live nearby do not like the new 'villages', as they do not provide local services. Local businesses cannot afford the rents charged, since business is very seasonal, and mostly tourists. Both these 'villages' also have huge parking areas to support the dense development – I could not find any significant parking provided in the 'Vision Plan' for Tahoe

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City.

Regarding the ‘Vision Plan’ itself – see answers above. Locating large, high-end and very non-public resorts on the lake side of the road is counterproductive and just awful. If the Safeway/Post Office complex is relocated (but nobody could tell me where else they might fit in the ‘vision’), that space should be open and public, for Lake views and access, which would greatly improve the aesthetic character of town and provide many benefits for both locals and tourists. Lake Tahoe is the main draw, and should be available to as many as possible. Opening up Lake views and access also benefits local and tourist businesses – Kings Beach businesses upgraded and improved with the new public beach, which opened up the lake side of the road for the main part of town.

Any new hotel space should be on the uphill/north side of the road, which would then have views across greenery or lower buildings to the Lake. (See Sea Ranch on the north coast as an example of regulations for height stepping up as the distance from the view increases.) There are many opportunities to upgrade or replace existing tourist accommodations on the north side of the road. (Older motels like Lake of the Sky, and, please, the Hendrickson complex!) A big, fancy, private resort (with a huge pool, no less) would be totally inappropriate blocking the Lake side.

The revisions to the “Y” did not appear very workable. The circular ‘commons’ (?), with busy state highways on two sides, would not be attractive, safe, or usable – other than as a pleasing, green, circular element on a plan. I was told one of the surrounding buildings would or could be a relocated grocery? But with no parking shown? For a common area to be useful, it would have to at least be out of busy traffic flow, and would be more used, and useful, on the Lake side of the highway (for both aesthetics and businesses, see above). And what was the split in the main road heading east from the intersection? It would be confusing, and create a hard-to-access island? The entry into town from the north on State Highway 89 definitely needs improvement, but simply replacing empty gas stations and such with new commercial and/or tourist space would really help, along with relocating some of the industrial uses. It was also unclear whether the drawings showed a re-routed bypass at Fanny Bridge or not, or how that might work.

Besides Lake Tahoe, I see the main attraction to Tahoe City being its small-town and low-key character. The new sidewalks, benches, streetlights, and the renewal of Commons Beach, greatly enhanced the appearance of town, and greatly increased pedestrian use. A town that provides needed local services (Post Office, groceries, and shops other than the art galleries and T-shirts for tourists) is more attractive, vibrant and useful for local residents and tourists alike. But in any case, the best way to promote tourist use and businesses is maximizing public access and views of Lake Tahoe.

Thank you for considering these comments.

Sherry Guzzi, Architect (and 30+ year Tahoe City resident)
P.O. Box 7763, Tahoe City, CA 96145
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Design Workshop
Tahoe City Vision Plan
June 2012

➤ *What is the future about in Tahoe City? How do you see it? What does it contain?*

The future in Tahoe City is about **restoring our community**. Too many residents have been forced to move due to the high cost of living, and the lack of a stable economy. Our town should be built around a functional community, and not tourism alone. Yes we need tourists as a boost to our economy, but it shouldn't be the only thing we rely upon, as it has proven itself not to work.

I see Tahoe City as a user friendly town when it comes to all aspects of travel, whether it be walking, cycling, or driving. Those living in close proximity to town should easily be able to walk to town, and those driving through should not be frustrated by traffic and the lack of parking, and continue to just drive through town without stopping.

The downtown area should provide retail shopping on all levels of purchasing – not just expensive stores. There are more tourists (and locals for that matter) that have a little to spend, as opposed to a few people who have a lot to spend. Tahoe City should also provide more public access to that gorgeous lake we have. The surrounding areas of Lake Forest, Dollar Hill, and Granlibakken would be prime areas for extensive employment for businesses on the lines of Clear Capital in Truckee which employs 300 people.

➤ *What is one thing you think that should be considered in the downtown vision of Tahoe City?*

I believe the vision for Tahoe City should focus on Lake Tahoe itself – it is our greatest asset. The area below Safeway would be an ideal place to create a beautiful park and beach area. With Commons Beach on one end; the State Park on the other end; shopping in between, and a new bike trail that connects all, it would be a prime location. The parking is already there, and if there were shops and restaurants that ran perpendicular to the lake, it would really open up the scenic corridor, while providing a great opportunity to locals and tourists alike for recreation and shopping opportunities. The community of King's Beach has benefited greatly by the State Park Recreation area.

➤ *What defines Tahoe City's character that others don't have?*

Tahoe City's character is defined by Lake Tahoe itself, as well as the uniqueness of the buildings. Granted some of the structures are eyesores, but overall Tahoe City has a bit of a funky, unusual quality to its character. It is original in design, and does not look like a *planned community*. But mostly it is the Jewel of the Sierra that is the major defining character. There aren't many places where you can walk, shop, and recreate along a gorgeous alpine lake.

➤ *What is it that brings people here versus other places? Or why do they go to other places? What do they want?*

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I believe what brings people here the most, is the ease of access to the great outdoors, whether it be skiing and such in the winter; or hiking, biking, and water sports in the summer. Outdoor adventures abound in our area, and are easily obtainable by a short drive, or a short walk out the door.

Tourists go other places based upon what that place has to offer and what they want to do – it might be fine dining, shopping, beaches, specific sports opportunities (mountain biking, skiing, windsurfing, etc.); wine tasting, amusement parks, etc.

People will chose many different destinations, but when they get there they want it to be easy to deal with. It can be frustrating to sit in traffic for hours on end in the winter due to snow; and likewise in the summer when there is road work, and endless traffic.

- *What are the fundamental challenges facing Tahoe City? What are the impediments to development? How do you see they might be addressed?*

The biggest challenge facing Tahoe City is the economy – just like everywhere else, and the threat of big development.

Standing in the way of development is the basic fact that we don't need it. We must consider our sensitive environment, and realize that development will only cause further harm – especially to the lake. Nobody will come here if Lake Tahoe is no longer the Jewel of the Sierra, and just becomes another cloudy lake; or if our forests and few wetlands are destroyed in the name of development.

There are plenty of empty retail spaces in town, and plenty of empty houses for living. We need to concentrate on what we already have, rather than getting bigger. Affordable rent for both retail and housing would be a start. If one were a landlord wouldn't it be better to get some money rather than no money?

- *What are your thoughts on the draft vision plan? Are there pieces you like? What pieces would you change? Are there other ideas we should consider?*

“Visions of Vail” are my thoughts on the draft vision plan – in other words it is completely contrived. The two page color flyer suggests modeling Tahoe City after the Villages at Squaw and Northstar, which is appalling. Visitors were going to these places in mass long before the Villages were developed because they were there to ski; and would have continued doing so without the villages. Have you been to these places in the summer? Not many people there and the stores are struggling, if even open. And if these villages are so great, why does the Resort at Squaw Creek and the Village at Squaw owe the North Lake Tahoe Resort Association more than \$26k each?

<http://nltra.org/docs/public/June%202012%20Finance%20Packet.pdf>

If you bring in big fancy hotels where will the low income and medium income housing be?

The only pieces I like would be making town more pedestrian friendly, and creating better egress and ingress along the store fronts.

If I were to change it, there would be nothing over one story high on the lake side of town. There would not be a four story fancy hotel where Safeway is currently located. First of all this would not be in line

with the requirements of the scenic corridor as required by TRPA, and secondly using all that land for exclusive beach and lake access would be flat out wrong. I'm not sure that the round about coming into town even serves a purpose, and I was confused as to how it would all work and tie in with the transit center if the Highway 89 bypass goes through. There would definitely not be a “boutique hotel” at the golf course, or a big fancy hotel on the lake front.

Ideas to consider:

- 1) Move Safeway across the street and open it up to **public access** (see above).
- 2) Remove (and create open space) or refurbish some of the run down structures in town.
- 3) Tear down the old fire station to create more open space and yet another view of the lake.
- 4) Create more parking and make it obvious by signage.
- 5) Add an ice rink for winter – great for locals and tourists alike (South Lake Tahoe and Reno. have done a great job with theirs). It would bring more people to town in the winter!
- 6) Create more open public space.
- 7) Let the existing hotels on the North side of the highway expand.
- 8) Focus on Lake Tahoe!

In my opinion the “Vision Plan” was not presented well to the public (locals) at all, unless you were one of the select stake holders. It is quite surprising if not astonishing that a public agency (the Tahoe City PUD) was involved with this project/study at all. When you take into consideration that it was poorly advertised; they have not provided any correspondence in their monthly newsletters (sent out with their monthly bills); nor do the newsletters mention the fact that they are spending 10k on the study; it raises far too many questions as to their involvement. Please ensure that any further steps taken in this plan are well backed by public process – remember the *Brown Act*.

The future of Tahoe City relies upon **restoration and sustainability** – both environmentally and economically. A little revitalization of town would go a long way, big development will not.

Thank you for your consideration,

Laurie Axell (Tahoe City Resident 26+ years)

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Carnelian Bay, CA 96140

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Design Workshop, Inc.
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Meeting Notes

To: Rich and Laura Bozzio
From: Stephanie Grigsby
Date: June 12, 2012
Project Name: Tahoe City Vision
Project #: M7609
Subject: Meeting Notes
Meeting Date: June 12, 2012
Start/End: 12:10pm – 1:00pm
Location: Syd's Bagel, Tahoe City
Copy To: Richard Shaw, Cindy Gustafson,
Sandy Evans Hall, Steve Teshara

- Consider a design review committee for the town. The Cobblestone Center is a cute center. Would like more improvements like that.
- Have a music festival in 64 acres. Be known for something. Right now we just have fleeting things.
- Consider a resort on the golf course. It is nice to have golf in town. It needs to be improved.
- Tahoe City seems to lag behind others.
- ADA retrofits and other requirements can make it not economical to make retrofits or do business. The lakefront restaurant property is an example.
- Need young, new families. Need more kids, schools, and housing. Right now people move to Truckee to live.
- Need incentives to help the next new wave of businesses and young business owners to get started.
- The PUD probably has the biggest voice. Need to continue and think about how can the town be empowered?

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

Meeting Telephone Conference Call

Following are the note of the above referenced call. The following people were involved:

RICH BOZZIO
LAURA BOZZIO
STEPHANIE GRIGSBY

- TRPA and the County are the biggest roadblocks. There is no city government and there is very little representation from the county level. The problem is how you get them to listen.
- There is a need for housing and a hotel/resort. To stimulate growth there needs to be more cool places to stay.
- There should be mixed use on the north side of the street.
- Tahoe City's assets are the lake, beach, bike trails, the ease of moving around, weather, hiking, etc. The outdoor environment.
- People used to come because there were a lot of stores. People would stop and eat. They had ease of recreation access.
- There used to be a significant nightlife aspect as a winter draw. That has declined significantly. In part because of CHP saturation patrols.
- Squaw has taken the market share.
- Need to focus on getting people to stay for 1 or 2 nights.
- The shuttle to resorts doesn't happen.
- Consider a county incentive. Maybe have low interest loans to bypass TRPA regulations.
- Blackwood should be linked to Homewood.
- The realignment of Highway 89 is a beneficial thing.
- Consider a shuttle or a ferry down the west side of the lake for access.
- Most of the buildings are owned by 5 families. It makes change difficult.

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Design Workshop, Inc.
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Meeting Notes

To: Jan Brisco
From: Stephanie Grigsby
Date: June 12, 2012
Project Name: Tahoe City Vision
Project #: M7609
Subject: Telephone Conversation Notes
Meeting Date: June 12, 2012
Start/End: 9:00am – 9:30am
Location: Conference Call
Copy To: Richard Shaw, Cindy Gustafson,
Sandy Evans Hall, Steve Teshara

Meeting Telephone Conference Call

Following are the note of the above referenced call. The following people were involved:

JAN BRISCO

STEPHANIE GRIGSBY

- There is not a lot of cohesiveness in respect towards long-term vision
- Need to get businesses together – don't have 2 to 3 t-shirt shops; have more variety
- Be more inclusive and incentive based
- Promote diversity in the types of commercial area – there is a lot of vacant space
- You get dowdy areas in the town because people don't have the resources to improve them. They need to be able to tap into funds.
- Address parking. There is lack of adequate and suitable parking. Provide for additional parking.
- The potential road planned to parallel SR 28 between the golf course and businesses could negatively affect businesses if not planned correctly. The aesthetics for businesses facing the golf course could be negatively affected. It should be like the parallel street in Truckee. It is not used for a public use but allows for service access and employee parking.
- Consider traffic circulation and parking. Provide opportunities for satellite parking at the fringes of town and give incentives to use transit. Make sure the shuttle functions.
- Tahoe City has 2 seasons with different needs. Need to understand how to make them consistent year-round and function in the different seasons.
- Define what is commercial and what is not. Too many real estate uses can water-down the commercial area.
- Community events, farmers market and bike trails are great assets. They all add to the community, but there needs to be consistency.
- The Downtown Association is not a good advocacy voice in town. It is a little political.

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- There is very little local government presence. It is great that the PUD has stepped into that role, but it is not really their primary responsibility. There needs to be a broader voice. Right now a couple of people have the power which limits involvement. Need to try to get past that and look more globally.
- SEZ is the biggest impediment in town. The RPU changes may not make it easier for Tahoe City because of the SEZ.
- There is not an interest from Placer County here. Tahoe City is very far down on their priority list.
- Make sure the plan encourages things to happen. Go to businesses and property owners. Connect and engage with them too.
- There needs to be a good resort property – something on the waterfront. The Roundhouse Mall or Lighthouse Center could be redeveloped. It should be all amenity – health club, restaurant, spa, garden views, etc.
- Need to determine how mixed use can be allowed. Perhaps convert CFA to residential use.
- There are businesses that have allowed for residential use without permit. There are a number of residential units that aren't legal. That needs to be faced.
- The Henrikson corner needs to be redeveloped. The owner needs to be approached and a dialogue started. It is a key property.
- Seek out the community historians (old timers/rotary club).
- Tahoe City has maritime history and is the gateway to Lake Tahoe. It still provides prime access and is readily accessible.
- Variety is lacking.
- Lodging units are poor and the dining is expensive. The two elements are at odds with one another.

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

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Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

Design Workshop, Inc.
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Meeting Notes

To: Brad Hester
From: Stephanie Grigsby
Date: June 12, 2012
Project Name: Tahoe City Vision
Project #: M7609
Subject: Meeting Notes
Meeting Date: June 12, 2012
Start/End: 12:10pm – 1:00pm
Location: Hester Real Estate Office
Copy To: Richard Shaw, Cindy Gustafson,
Sandy Evans Hall, Steve Teshara

Meeting Telephone Conference Call

Following are the note of the above referenced call. The following people were involved:

BRAD HESTER
STEPHANIE GRIGSBY

- Development is a challenge. Mid to upper middle class lodging has left. The mid-range beds don't exist.
- Tahoe City is a fragile micro-economy. Having 2 mid-range hotel would make a huge impact. A total of 150 to 200 rooms would be significant.
 - Need to find TAU's for hotel development (200 would do). The benefits of hoteliers like Marriott, is that they cater to conferences and year round activities.
 - Flip Safeway to the mountain side and create waterfront hotel.
 - The Dyer property, Henrikson site and the golf course are the opportunity sites.
- Currently everyone goes to Tahoe Donner, Northstar, Squaw and Truckee. We will continue to lose more restaurants if the trend doesn't stop.
- One of the challenges is the issue that the majority of properties are owned by a very low number of families – Dyers, Motamadis, Bechtels, and Henriksons. There was a potential buyer for the Henrikson property at one time. They had 106 TAUs and they needed 125 to make it work.
 - Dyers also have the Grand Central Hotel.
 - The Bechtel properties are divided into 22 people (family members). That makes change difficult. However TCPUD has now purchased the golf course.
 - Motamadi family doesn't see an urgent need for change.
 - Ollie Henrikson might of had an issue with the county.
- The roles of the county and the TCPUD are confusing.
 - Taking the 64 acre site and making it a transit center makes people feel slighted.

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- Golf course
 - Need to understand the PUD's plans for the property.
 - The site has a large amount of SEZ and therefore little coverage available. The PUD also has to account for coverage from the site being allocated to parking and a helipad.
 - There was a buyer interested in the site for a hotel development who made an offer.
 - The site will have to be continued as golf. If the golf recreation use isn't continued, or has a break of 1 year, it will be challenging if not impossible to get the use back.
- Tram concept
 - It should have gone in.
 - Plans were for it to go from the field west of Savemart to the top of Alpine meadow and then connect to Squaw.
 - The other location was the 64 acre site.
 - Dyers alignment goes to Mount Pluto through forest service land.
- Think of how to bring money and investment in the basin.
- The county is becoming more difficult than TRPA.
- People come to Tahoe City because of the lake and it is a walkable environment.
- Could use more mixed-use.
- Carol Hester, Brad's wife participates in the meetings when she is available.

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

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2

#2

DESIGNWORKSHOP

Tahoe City Vision Plan
June 2012

We would like your input on the Tahoe City Vision Plan! Please take a minute to share your thoughts on the following questions:

➤ What is the future about in Tahoe City? How do you see it? What does it contain?

I see the future of T.C. as a nurturing process. We have a diverse little town in need of some gentle remodeling, some paint. Let's refurbish, not gut the town. What defines Tahoe City's character that others don't have? A lovely setting next to the lake. A low visual profile. An eclectic group of buildings - not generic, but charming. Still a small town feel.

➤ What is it that brings people here versus other places? Or why do they go to other places? What do they want? The lake. The biking. The hiking. The beaches. How do we know why they go

to other places - we all do that, but return to the mountains because we love the air, the trees, the simple pleasures of sports, blue sky.

➤ What are the fundamental challenges facing Tahoe City? What are the impediments to development? How do you see they might be addressed? The challenges seem to be the threat of overdevelopment by large Hedge Fund Real Estate concerns, thereby creating

* ➤ What are your thoughts on the draft vision plan? Are there pieces you like? What pieces would you change? Are there other ideas we should consider?

The draft vision plan was a surprise. No one has heard of it. I feel there was very poor notification. I like the skating rink idea... it could double as a venue for the farmers market in summer if properly placed. Similar to South Lake, Northstar + Sr.

Please turn in your forms at the workshop or send completed form to:

Stephanie Grigsby, RLA, AICP, LEED® GA

Principal

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Sorry Stephanie. Not much room for comments on paper.
(or Eric)

DESIGNWORKSHOP

Tahoe City Vision Plan
June 2012

We would like your input on the Tahoe City Vision Plan! Please take a minute to share your thoughts on the following questions:

➤ What is the future about in Tahoe City? How do you see it? What does it contain?

- 1) Quality Destination Lodging!
- 2) A walkable "village" layout. The concepts in the vision charrette presentation are great.
- 3) A geotourism hub on the lake with a golf course, efficient shuttles to Alpine/Squaw, Emerald Bay, etc.; where visitors don't need to get in their car to enjoy a complete Lake Tahoe experience.

➤ What is one thing you think that should be considered in the downtown vision of Tahoe City?

- 1) Quality Destination Lodging! That is the start for everything else.

➤ What defines Tahoe City's character that others don't have?

- 1) It's not South Lake Tahoe.
- 2) The Lake and the Truckee River.
- 3) Central location for both summer and winter geotourism. The best access to all outdoor activities: skiing, biking, boating, hiking, rafting, paddling, etc.

➤ What is it that brings people here versus other places? Or why do they go to other places? What do they want?

- 1) They don't come to Tahoe City now, because there is only motel lodging.
- 2) They currently come and rent a cabin in the suburbs around Tahoe City, but this forces them into their car to enjoy many of the activities.
- 3) They want a human environment that matches the beauty of the natural environment. Currently visitors comment on the beauty of Lake Tahoe, but also how ugly the developed areas are.

➤ What are the fundamental challenges facing Tahoe City? What are the impediments to development? How do you see they might be addressed?

- 1) Entrenched landowners (Henriksons) who own the prime property for hospitality development, but may not put it to the best use.
- 2) The obsession with the height of buildings by some in the community. To achieve the best walkable village redevelopment, some buildings should be 4-5 stories (lower than the tree canopy, but an efficient lodging density). Some are insistent on 2-3 stories max., which prohibits any sustainable progress.

Name: Renton Kreling

Email: rkreling18@hotmail.com

Phone: (916) 871-4684

Please turn in your forms at the workshop or send completed form to:

Stephanie Grigsby, RLA, AICP, LEED® GA

Principal

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- 3) There's a lack of funded developers willing to try and redevelop in the Tahoe Basin. If developers are shown that there's community and regulatory support for viable hospitality development in Tahoe City, it may encourage them to purchase property and pursue redevelopment projects. The Tahoe City Vision Plan is critical to this effort.

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires



RE: Tahoe City Vision

Sanchez, Florencia to: SGrigsby@designworkshop.com

07/31/2012 09:29 AM

History: This message has been replied to.

Would love to have a walking path thru golf course to walk from Bank of America to Fairway/Bunker Dr. There is already a road, but I think it ends on private property, but you can possible add a little fork path off that road for short distance to Fairway/Bunker.

Do you have actual plot map on which is part of golf course property lines?

From: SGrigsby@designworkshop.com [mailto:SGrigsby@designworkshop.com]

Sent: Tuesday, July 31, 2012 9:13 AM

To: Sanchez, Florencia

Subject: Tahoe City Vision

Hi Florencia,

We are discussing the comments with the PUD and NLTRA, but if you have thoughts, please feel free to share.

Thanks,

Stephanie Grigsby, RLA, AICP, LEED® GA

Principal

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Stephanie Grigsby

From: susan gredvig <sgred@hotmail.com>
Sent: Wednesday, September 26, 2012 2:52 PM
To: cindyg@tcpud.org; sandy@puretahoenorth.com; Stephanie Grigsby
Subject: tahoe city "overhall"

When a friend of mine sent the "new" plans for the Tahoe City "redo" I wanted to cry!!!! Some improvement fine, but to ruin the Tahoe experience for the locals and tourist alike by taking away any charm it has and adding more new unneeded lodging facilities, making two and three story shops, etc is absolutely a shame, please rethink your big money plans!!!

Sincerely,

Susan Gredvig,
Long time resident

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

TAHOE MARINA LODGE



TAHOE CITY'S UNIQUE
CONDOMINIUM LODGE
ON LAKE TAHOE

August 27, 2012

Ms. Cindy Gustafson
Tahoe City Public Utility District (TCPUD)
(cindyg@tcpud.org)

Ms. Sandy Evans Hall
North Lake Tahoe Resort Association
(sandy@puretahoenorth.com)

Mr. John Hitchcock
Tahoe Regional Planning Agency (TRPA)
(jhitchcock@trpa.org)

Mr. Allen Breuch
Placer County Planning Department
(abreuch@placer.ca.gov)

Ms. Stephanie Grigsby, RLA
Design Workshop
(sgrigsby@designworkshop.com)

RE: June 2012 Tahoe City Vision Plan

Ladies & Gentlemen:

I am the Board President of the Tahoe Marina Lodge Owners' Association (TML) and I have prepared this letter on behalf of all of the owners in our 48-unit condominium development.

Approximately three weeks ago, the Board of Directors of TML first learned of the June 2012 Tahoe City Vision Plan (TCVP). This plan shows a multi-use trail / boardwalk (e.g., "bike path") extending across the lake side of the TML property. This depicted location of the "bike path" will connect the terminus of the existing "bike path" at Commons Beach to the terminus of the existing "bike path" at the bridge / dam. Since the depicted location of the "bike path" will have a significant impact on the TML property and pose a danger of harm to TML renters, owners and their children, we are surprised and very

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concerned that TML was not contacted to provide comment / input on the location of this final segment of the TCPUD "bike path".

On July 1, 2005, I was President of TML and had a site meeting with Bob Lourey of TCPUD and our property manager. During the meeting, Bob Lourey informed me that the "bike path" would not extend across the lake side of the TML property. During July / August 2005, I had additional telephone discussions / e-mails with Bob Lourey that discussed alternative ways the "bike path" could get from Commons Beach to the bridge / dam that included discussions involving the TCPUD purchasing a strip of TML property along the western side of our western parking lot.

Several years ago, I had similar discussions about the "bike path" with Cindy Gustafson of TCPUD and I forwarded her my July / August 2005 e-mails. All of my discussions with Bob Lourey and Cindy Gustafson referred to the "bike path" extending around the land side of the TML property. The construction of a "bike path" across the lake side of the TML property was never mentioned by the TCPUD and that is why we were amazed that TML was not contacted to provide input during the preparation of the TCVP.

Even though the TCVP is not an official document, depicting the "bike path" on the lake side of the TML property is resulting in a diminution of value for the TML condominium owners. Several condominium owners, who presently have their properties for sale, now have to disclose the June 2012 TCVP and this could discourage a potential buyer. In addition, we are concerned that the depicted "bike path" will result in constant high-speed bicycle and skate board traffic along the lake side of the TML property with attendant visual, noise and safety problems. Specifically, the "bike path" as proposed, will clearly pose a danger of significant injury to children playing on the grass and on our beach in close proximity to the lake. In addition, beach access to the lake for TML owners and renters will be seriously impeded and security issues will probably occur as strangers ride through the TML property.

On August 17, 2012, I attended the TCPUD meeting to voice TML's concerns about how the "bike path" was being depicted in the June 2012 TCVP document on the lake side of the TML property. I presented the above information and requested that the TCPUD relocate the "bike path" on the land side of the TML property. On August 20, 2012, I had follow-up phone discussions with Cindy Gustafson concerning the location of the "bike path" on the lake side of the TML property. I reiterated TML's August 2005 offer to sell a strip of the TML property along the western side of TML's western parking lot. If this narrow strip of land was purchased, the connecting "bike path" would extend (1) from the existing "bike path" on the bridge / dam, (2) down the existing dead-end "spur" trail next to the lake outlet, (3) up to Mackinaw Road along the western side of TML's western parking lot, (4) along a short segment of Mackinaw Road, (5) across the northern side of TML's office / carport area (e.g., the southern side of the existing public parking lot), and (6) to the existing "bike path" at the western end of Commons Beach.

To further explore locating the "bike path" along the land side of the TML property, Cindy Gustafson and the TCPUD staff engineer have agreed to meet with me at 10 AM

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

on September 14, 2012. The purpose of this meeting is to walk the properties between the bridge / dam and Commons Beach and discuss various options for connecting the terminus of the existing “bike path” at the bridge / dam with the terminus of the “bike path” at the western end of Commons Beach.

In view of the facts / information presented above, there is no justification for depicting the “bike path” on the lake side of the TML property. Therefore, **TML requests that (1) the June 2012 TCVP be modified to depict the “bike path” on the land side of the TML property and (2) the revised TCVP be resubmitted to the public and updated on your website. TML further requests that this change be made well in advance of the next TCVP meeting in late September 2012.**

TML looks forward to our meeting on September 14, 2012 with the TCPUD and hopes this meeting will be the first step in designing / constructing the “bike path” between Commons Beach and the bridge / dam on the land side of the TML property.

If anyone has any questions concerning the information presented in this letter, please contact me.

Very sincerely yours,

Tahoe Marina Lodge Owners’ Association



Donald H. Hillebrandt
Board President

Copies:

Addressees (1 each by e-mail)

TML Board Members (1 each by e-mail)

TAHOE MARINA LODGE



TAHOE CITY’S UNIQUE
CONDOMINIUM LODGE
ON LAKE TAHOE

September 18, 2012

Ms. Cindy Gustafson
Tahoe City Public Utility District (TCPUD)
(cindyg@tcpud.org)

Ms. Sandy Evans Hall
North Lake Tahoe Resort Association
(sandy@puretahoenorth.com)

Mr. John Hitchcock
Tahoe Regional Planning Agency (TRPA)
(jhitchcock@trpa.org)

Mr. Allen Breuch
Placer County Planning Department
(abreuch@placer.ca.gov)

Ms. Stephanie Grigsby, RLA
Design Workshop
(sgrigsby@designworkshop.com)

**RE: Revised June 2012 Tahoe City Vision Plan and Site
Meeting with TCPUD on September 14, 2012**

Ladies & Gentlemen:

This letter supplements my August 27, 2012 letter to all of you. I am the Board President of the Tahoe Marina Lodge Owners’ Association (TML) and I have prepared this supplemental letter on behalf of all of the owners in our 48-unit condominium development.

The revised June 2012 Tahoe City Vision Plan (TCVP) shows an existing multi-use bike / pedestrian path on the land side of TML that follows signage that was recently installed by TCPUD (1) by the Bridge / Dam, (2) along Mackinaw Road and (3) by Commons Beach. The revised TCVP also shows a “proposed” multi-use path / boardwalk along the lake side of TML property. It should be noted that one of the recently installed signs by the bridge / dam, which was directing bikes / pedestrians down the “spur” trail to TML’s western parking lot, was removed immediately after the September 14, 2012 site meeting.

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Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

Based on my discussions with Cindy Gustafson of TCPUD and Stephanie Grigsby of Design Workshop, it is my current understanding that these existing and “proposed” locations of the multi-use path will not be changed on the revised plans before the next TCVP meeting on September 27, 2012, as was previously requested in our August 27, 2012 letter.

On September 14, 2012, I had a site meeting with Cindy Gustafson and others to discuss the location of the multi-use bike / pedestrian path on the land side of the TML property, as outlined in the last full paragraph on page 2 of my August 27, 2012 letter. Jeff Swigard was present during a portion of this site meeting and participated in the discussions. The meeting was very productive with an open exchange of ideas. It is my understanding that the TCPUD will explore several alternative locations of the multi-use path that includes small portions of properties presently owned by TML and Swigard’s Hardware. It is also my understanding that during TCPUD forthcoming “design” of the multi-use bike / pedestrian path on the land side of the TML property, there will be an open dialogue with TML to determine the safest route for the multi-use bike / pedestrian path on the land side of the TML property. Hopefully, this forthcoming “design” can be accomplished in the next few months.

TML is very optimistic that our continual discussions and mutual compromise with your organizations will result in (1) a safe route for the multi-use bike / pedestrian path on the land side of the TML property and (2) a permanent connection of the terminus of the existing multi-use path at Commons Beach to the terminus of the existing multi-use path at the Bridge / Dam. Assuming that this can be accomplished, the question that all of the TML owners have is **Will an agreed upon location of the multi-use bike / pedestrian path on the land side of the TML property eliminate the “proposed” lake side location of the multi-use path / boardwalk that is presently depicted on the revised June 2012 TCVP ?**

I will be attending the next TCVP meeting on September 27, 2012. During this meeting, I would like the opportunity to reiterate TML’s position on the construction of the multi-use bike / pedestrian path on the land side of our property. **I also will be requesting that (1) the revised June 2012 TCVP be modified to eliminate the “proposed” location of the multi-use path / boardwalk on the lake side of the TML property and (2) the modified TCVP be resubmitted to the public and updated on your website.** In addition, I will reiterate that TML is very concerned that the TCVP’s depiction of a multi-use path / boardwalk on the lake side of the TML property has, and continues to have, a substantial and damaging impact on the owners of TML, particularly those owners who have their units on the market and have to disclose the TCVP to potential buyers.

TML looks forward to the next TCVP meeting on September 27, 2012 and hopes that this meeting will be the next step in designing / constructing a safe multi-use bike / pedestrian path between Commons Beach and the Bridge / Dam on the land side of the TML property.

If anyone has any questions concerning this supplemental letter, please contact me.

Very sincerely yours,

Tahoe Marina Lodge Owners’ Association



Donald H. Hillebrandt
Board President

Copies:

Addressees (1 each by e-mail)

TML Board Members (1 each by e-mail)

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

Tahoe City Vision Workshop Attendees

Sept 27, 2012 6pm Granlibakken Resort

Rich & Donna Caravelli		530-543-4066
Christina Campbell	doctorcampbell@sbcglobal.net	530-583-0002
Gordon Shaw	gordonshaw@lsctahoe.com	530-525-1505
David Gardner	Dave@dmqdevelopments.com	530-386-7021
Jessica Taff	taffjessica@gmail.com	530-563-6444
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Rachel		
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Jim Williamson		
Colleen & Art Chapman		
Kae Reed	info@laketahoenews.net	544-1244
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Jill McGovern	adctahoe@hotmail.com	583-3917
Jack Ellis	Jack@casaraquel.com	581-2134

Tahoe City Vision
Workshop Attendees

Sept. 27, 2012 6pm Granlibakken Resort

1

Notes:

- Spelling errors may exist due to difficulties reading hand-written entries.
- Steering committee members did not sign in.
- The list does not included all attendees as several people chose not to sign-in or came in a different entrance.

Sign-In Sheets – Work Session 3, Thursday, September 27

Dora Stoessel	duchess@casaraquel.com	583-0382
Jim & Sue Kass		583-5050
Cynthia Schroeder	cynthiaschroeder@gmail.com	583-4134
Gary Davis		
Greg Mickiewicz	greg.michiewicz@gmail.com	414-5291
Ruth Braly		525-4706
David Kaiser	david.kaiser@plumasbank.com	916-390-1617
Pete Perata	Peteperata@gmail.com	412-1824
Marty Schoonmaker	mschoon@cebridge.net	583-2925
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Lisa Adams	Thestoretc@sbcglobal.net	583-6511
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Sue Daniels	Sue@laketahoesus.com	
Nat Maple	nmaple@gmail.com	
Don Hay	Spidehay@gmail.com	583-8496

Tahoe City Vision
Workshop Attendees

Sept. 27, 2012 6pm Granlibakken Resort

2

Sign-In Sheets – Work Session 3, Thursday, September 27

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

Meeting Notes

Design Workshop, Inc.
Landscape Architecture
Land Planning
Urban Design
Strategic Services

To: Cindy Gustafson, Sandy Evans Hall
From: Stephanie Grigsby/Richard Shaw
Date: October 1, 2012
Project Name: Tahoe City Visioning Options
Project #: 4877
Subject: Public Workshop
Meeting Date: September 27, 2012
Start/End: 6:00pm/8:00pm
Location: Granlibakken
Copy To: Steering Committee and Steve Teshara

Meeting Telephone Conference Call

Following are the minutes of the above referenced meeting. The following people were present:
Per sign-in sheets

Items in **bold** print indicate what action is required, who will perform the action and the deadline to complete action.

1. Welcoming remarks by Sandy Evans Hall
 - a. Thanks those who came. We have a passionate community. We have the opportunity to achieve balance and have a willingness to listen and look at what the possibilities might be. The ideas presented are meant to be possibilities that feed into the Area Plan and Regional Plan Update by Placer County and the Tahoe Regional Planning Agency (TRPA).
 - b. Introduced members of the Steering Committee who would be presenting.
 - Roger Kahn, Douglas Dale, Brendan Madigan, Gary Davis, and Wally Auerbach
2. Steering Committee presentations
 - a. Roger Kahn
 - Spoke about his history in coming to and living in Tahoe City. He came because it is a gem. We were thinking about making it a great place for locals, for second home owners, and for tourists. We took our eye off the ball and let the town languish. We lost our mojo. We have had little reinvestment other than on the public side. The town

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has lost character. We need to put a little bit of money back into the town. A group of business owners and property owners when to the Tahoe City Public Utility District (TCPUD) and the North Lake Tahoe Resort Association (NLTRA) to get help on putting together a vision of what Tahoe City might look like and how it could be vibrant.

- b. Douglas Dale
 - What has been put together is a vision. I own a business, property and a house here. The visioning plan is trying to show what Tahoe City could be, what things have changed. The summers are good here. During the winters I barely break even. Northstar and Squaw Valley are impacting us. We need to improve for the future. We are decaying if we stay the same. This is a pivotal time. We are hoping you will throw your ideas in. We want to re-energize the town.
- c. Brendan Madigan
 - Brendan is the president of the Tahoe City Downtown Association (TCDA). He wanted to be involved for the future. There are youth interested in the community. It's all about the future. He doesn't want to move to Truckee. He wants to live in the mountains at the lake. We are not trying to Tahoe into Colorado. The time is now to be collaborative and work together. We have to have a viable economy and schools to attract other young people.
- d. Gary Davis
 - He has a vested interest in the success of Tahoe City both professionally and socially. He shared the facts/statistics about Tahoe City's stagnation and decline. Tahoe City still leads in sales tax due to having the grocery stores but it has reduced overall since 2007. Population and school enrollment has declined. He reviewed the first 9 slides of the presentation. Tonight we want input and direction to help focus where we are headed for the Area Plan.
- e. Wally Auerbach
 - Since the existing Tahoe City Community Plan was adopted in 1994 public funds have come to build trails, parks, and a transit center. But almost no private reinvestment has occurred. The Community Plan didn't work. This is not the Tahoe City we remember. Public pieces have removed some private property and made it public – actually shrinking the community core. The good private sector ideas get squashed by regulations and squabbling. There has not been the ability to look at environmental improvements holistically. The Regional Plan Update may remove some of the barriers. We want to tell TRPA and Placer County what the town should look like and not have them tell us.
- f. Steve Hoch
 - We are optimistic. This is a jumping off point tonight to talk about some ideas. The time frame for developing parameters is part of a multi-year process. We are working with TRPA as they finish the Regional Plan Update. That should be at the end of the year. We are at the front end of the Placer County process with the Area Plan which will be a multi-year process. We want to feed into those processes.

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- Answered general questions about what was presented so far.
 - Touch on the types of businesses that will come in:
 - Businesses are leaving. There are shops, restaurants, bars and a little lodging. Data is showing decline. The plan doesn't dictate the detail of what specific businesses should come. Market forces will help shape that.
 - Where have the public dollars gone? Redevelopment has disappeared and we don't have a lot to show for it.
 - We are not the experts on that at this time. The purpose of tonight is to look at the future.
- 3. Richard Shaw presented the visioning options and the majority of the power point.
 - a. Visioning is about options.
 - b. There have been some misunderstandings about the plan. In order to try and clarify:
 - We are not removing the golf course.
 - We are not removing the grocery stores. One may be relocated, but it could still be in the core area.
 - We are not proposing three and four story buildings throughout all of town. There may be some taller buildings, but not throughout the entire area.
 - We are keeping the overall town character and not trying to make it Colorado.
 - We are not proposing detailed project designs, but rather possibilities for the future.
 - c. The study area is coincidental with the Community Plan area and includes the golf course. It focuses on the core area but we thought about it in context.
 - d. A bed base is essential to sense that the community is evolving.
 - e. As part of the process we asked "what do you think the future should be?". We developed nine principles.
 - 1 – Walkability. It is one of the most important factors in visitor satisfaction. We want connectivity. Creating retail with mixed use areas reinforces that fundamental idea.
 - 2 – Explorable. Blocks extend in all directions. Provide opportunities for discovery and to have different experiences.
 - 3 – Bed base. The hotels are relatively small. Wanted to think about if there are sites where you could have accommodations.
 - 4 – Water front. Evaluate what sites have uses with blank walls that face the water. Where are sites that provide an opportunity to highlight water access/views?
 - 5 – Views of Lake Tahoe. Preserve and highlight the current access and views.
 - 6 – Visitor and Recreation Facilities. Encourage the connection to the place and the region.
 - 7 – Winter and shoulder season recreation. Understand what opportunities exist to engage in winter activities.
 - 8 – Permitting and planning processes. Support processes to simplify approvals while achieving environmental benefits.

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- 9 – Transportation. Transit, especially waterborne transit plays an important role to connect people to the broader place.
- f. The diagram illustrates the opportunities and it is broken into a series of districts.
 - Marina District
 - Has some lodging. It has an amazing waterfront. Emphasis on circulation and public access.
 - There is an opportunity to create lodging and a hotel on the waterfront. Redevelopment and infill on the mountain side. There is a recreation opportunity with public piers and think about waterborne transportation. It considers new standards that might be thought about in terms of a height increase to allow the hotel form. It would be terraced so the profile on the street side is lower and you would see more of the hotel on the water side.
 - Golf Course District & Historic Downtown District
 - Golf in the center of a community core is unique. The use is continued. Winter recreation and snow play could be incorporated. Allows for recreation close to the town center.
 - The Historic Downtown would have access to the rear of the businesses with a street system of side streets. Focus on parking to the rear and side. Allow people to move between the shops.
 - The Tahoe Green is in proximity to the downtown and golf course. Historically a Great Tree created a defined Tahoe City experience. That experience might revisited with a Tahoe City Green with circulation routed to the outside to create a strong sense of identity and a public civic space. It opens a grand view focused on the lake which has not occurred for many decades. It could be a new heart for the community. Lower scale retail would be created in a walkable environment.
 - Mackinaw District
 - The street is organized differently to enhance connections such as mixed use. The focus is on a pedestrian street with low volumes and speeds of vehicles.
 - River District
 - Highlight recreation and walkways along the Truckee River. Provide walking connections across the waterfront and create a recreation loop from the Truckee River to Lake Tahoe.
 - Mixed-Use District
 - On the southwest along SR 89, relocate Caltrans from having their maintenance yard on the river. Focus on long term community and residential uses. The areas would be appropriate for young residents with businesses mixed in. Perhaps live/work studios.
 - Consider parking supply at the outer edges to allow for an intercept and then shuttle through town.
 - Recreation District
 - Recreation as a primary use. A world class visitor center and community center.

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- g. The visioning options present a lot of ideas. Visions require a wide range of partnerships. Those involve private ownerships, agencies, and others. The principles have been organized and groupings suggest partnerships that require work to make portions of the vision a reality.
- The community can take ideas that serve it well and move forward.
4. Steve Hoch presented the next steps.
- Outreach will be continuing and will be using the local organizations to get messages out.
 - We will be working with TRPA and the County on the plans underway.
 - Key projects, like the golf course and the fire station, need to be evaluated for what the use should be. There is a long term lease on the golf course for it to include recreation. But there needs to be a decision in regards to its long term use.
5. Question and Answer/Comment
- Illustrations don't reflect winter. Address plowing/snow removal.
 - Visuals are just that, visuals.
 - Snow storage is tough and will remain touch. Snow removal should be considered and streets should still be complete streets even in the winter – they should provide for pedestrian access in winter.
 - Community center could have winter use.
 - Winter recreation/events could be brought into town.
 - Golf Course District: There is shown a connection of a bike path at Commons Beach going around the Tahoe Marina Lodge. It would have to be a boardwalk in water. Is that what is intended? Tahoe Marina Lodge is working with TCPUD and others at options for making the connection. Would that eliminate the “boardwalk” and remove the line from the vision diagram?
 - The diagram illustrates the vision to complete a trail along the waterfront. It describes the connection through the community. The technical details are not determined at this time.
 - Yes, it is our focus to work with the community to make elements of the plan real. The final alignment of a trail connection could happen much differently than the line shown on the vision diagram.
 - There is history of the 64-acre site. It was identified for affordable housing and is now transit and parking. It now shows as parking.
 - The site could be an appropriate site for affordable housing at some point. The live/work areas to the south are great candidates too. It is an option that could be correct in the future.
 - There used to be a trailer park in 64-acre. It was removed and supposed to be recreation. Would there be any control of people who would develop the ideas? Would we have input? Second homeowners have had slow rentals – what affect will new lodging have on that?

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- Development would unfold as public process and private market forces allow. The public will be able to have input for some areas most likely
 - What is the height of the hotel at Safeway?
 - It is anticipated to be 4 levels. It creates an investment opportunity that is not available today. It would terrace back and have a different appearance on the roadway side versus the lake.
 - The County is working on design standards as part of the Community Plan Update. It will address mass, height, and building form. Your input on design standards is important as that is the time you can affect what lodging and improvements will look like.
 - Not sure of the effect on home rentals. Will need to continue to be considered.
- e. Make sure Tahoe City still belongs to the residents. I have concerns of development coming in and taking away views – e.g. Safeway, Post Office.
- The vision is that there would still be access to the lake. The desire is to make a vibrant community place that also provides for hotel use.
 - There should only be four story buildings on the mountain side and low-lying buildings on the lake side.
 - That is why we are here to allow you to put forth ideas. The Safeway site was looked at to examine the possibility that lodging has a site that would be sensible and there are uses that could be relocated and still serve the community well. The scale of development is flexible.
- f. How many units is it (hotel and mixed-use areas)?
- There aren't any specific numbers. Currently the hotel shown near the golf course would be between 50 to 100 units and the hotel at the Safeway site would be between 150 to 200 units.
- g. Appreciate you taking the risk and putting your ideas out there for us to start the conversation. Think what is missing is the community restoration plan. Think about those opportunities as part of the plan.
- That is a great idea. If you can help us enhance that component it would be great. The scope for doing it could be there. We want the visioning options document to be a set of principles and to be living.
- h. There is a myth of “bigger is better”. Being bigger just be financially feasible will cut off your nose. The population is higher now than in the 50's. It may have gone down since the 80's. Keep development low on the lake side to keep views enhanced.
- That is a fair perspective. There is a small is better movement.
- i. Think about public access to the lake for locals and tourists. The hotel is private property. Mountain properties could be redeveloped. A plaza with few cars in Mackinaw is a good idea. Don't want Tahoe City to be the South Shore.
- That is a good comment. We need to continue to vocalize our thoughts.
- j. TRPA's Regional Plan Update might have a legal challenge. We don't know if development will be allowed. The Resort Association document said there should be a space for locals to play (meaning the 64-acres). The 64-acres is shown having a bypass

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- road. The facilities that are said to be public might not be. Where is the funding coming from?
- It is correct that TRPA might not have a Regional Plan Update that includes Alternative 3. The ideas could be shut down. It is a vision plan for that reason.
- k. What are we going to do about snow removal? Who is funding the project?
- The project is funded by private property owners, business owners, the North Lake Tahoe Resort Association and Tahoe City Public Utilities District.
 - We need to look at snow removal as a community to see where we can move the snow so businesses can afford it.
- () Snow removal is also an existing issue that Tahoe City currently deals with.
- l. I move here for the community. I don't want to lose that and the sense of who we are – a small town/community feel.
- I feel the same way. We tried to keep that in the renderings.
- m. We have the opportunity to take derelict properties and make them better. We do need hotels at the golf course and Safeway sites with walking between. We need a study to see how many beds are needed to keep Tahoe City from dying. There is an opportunity to make it an even more special place. We need affordable housing for young families too.
- Thanks for the comment.
- n. Thinking of a high rise on the lake gets our “dander” up. We don't want to lose the view. One to two stories on the Safeway site is okay. But that wouldn't be enough beds.
- From the highway side it is two stories. From the lake it is 4 stories.
- () We have to keep our minds open to what it takes to support local businesses.
- () No one on the committee is asking to build a tall, imposing hotel.
- o. Opportunities that existed when people came 40 to 50 years ago don't exist now. The Youth can't stay unless you change something. We need to consider designing for the people that will be here in 40 years from now since the plan is a 20 to 40 year plan.
- Thanks for the comment.
- p. Are we improving residential for those who live here now and improve housing? Is the school staying?
- There is consideration of what it takes to have work force housing. The live/work areas are affordable. You could have income restrictions. There could be housing on the upper levels of retail.
- () Are the stipulations how we build the template?
- () The vision doesn't have enforcement. The steps of design guidelines and development standards are determined as we move forward.
- () The school is shown as still there.
- q. Why are we removing the grocery stores?
- We are not removing them. We looked at how to better locate one of them.
- () How will this affect private property owners? How will the Lighthouse Center Development affect us?

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- () We don't know specifically today what the impacts might be. In regards to the new owners of the Lighthouse Center, if a property owner doesn't want to change he may not have to. The property is still his.
- r. Boatworks is a potential hotel site.
- As the visioning and other plans unfold, that is to be determined.
- s. Where will the presentation be posted?
- At NLTRA.ORG under “documents”.
- t. Where has the redevelopment money been spent? We didn't want the transit center. We don't trust people who make plans for us.

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

Attachments:

1. Presentation
2. Sign-in sheets

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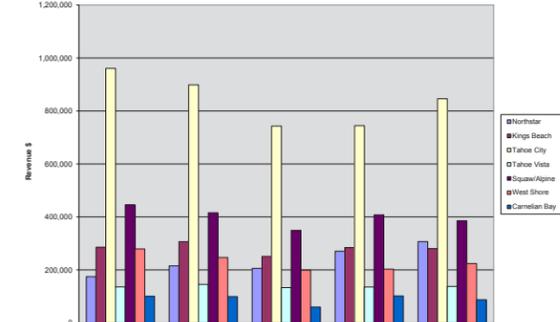
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TAHOE CITY VISIONING OPTIONS
September 2012
Tahoe City Public Utility District
North Lake Tahoe Resort Association
DESIGNWORKSHOP
Sustainable Community Advocates

Slide 1

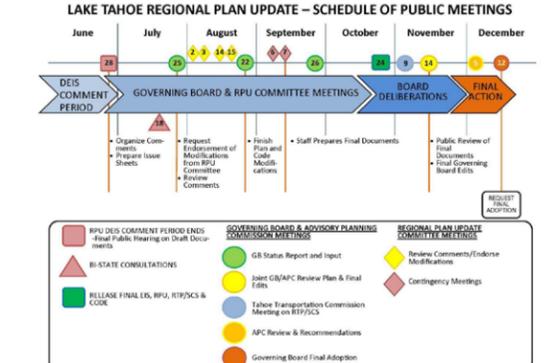
Why Visioning Options? – Address Fundamental Challenges



Slide 6

Slide 6

TRPA Regional Plan Update/Process Coordination



Slide 11

Slide 11

Public Input

- Stakeholder interviews
- 3-day charrette
- Comment cards
- Comment letters
- Follow-up conversations
- Evolved visioning options to be presented on Sept. 27th



Slide 16
Presentation – Work Session 3, Thursday, September 27

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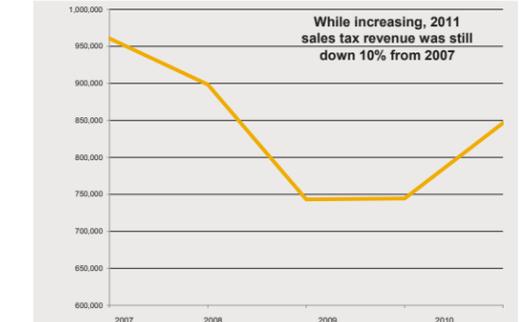
Background

- Long-time local property owners and businesses are concerned
 - Highest vacancy factors in decades
 - Declining revenues
 - Declining full-time population
 - Declining tax base
 - Lack of private investment
- Community efforts needed to address these issues, can't be done parcel by parcel
- Upcoming decisions on Fire station and golf course use
- Raised money and requested assistance from NLTRA and TCPUD
- Hired Design Workshop because of their extensive background and breadth of knowledge of resort communities and specifically Tahoe
- Wanted to provide more specific input to TRPA and Placer County

Slide 2

Slide 2

Why Visioning Options? – Address Fundamental Challenges



Slide 7

Slide 7

Visioning Process Overview

- Visioning study area
 - Town Center
 - Overlaps with Community Plan Area Boundary
 - Includes Tahoe City Golf Course



Slide 12

Slide 12

What We Heard – Previous Meeting and Stakeholder Interviews

- What is Tahoe City's Future About?
- Encouraging private property improvements
 - Strengthen connections to resorts and recreation
 - Combine current community character with options for improvements to create a renewed vibrant year-round community
 - Focus on the lake and environmental improvements
 - Transportation hub



Slide 17

Why Visioning Options? – Address Fundamental Challenges

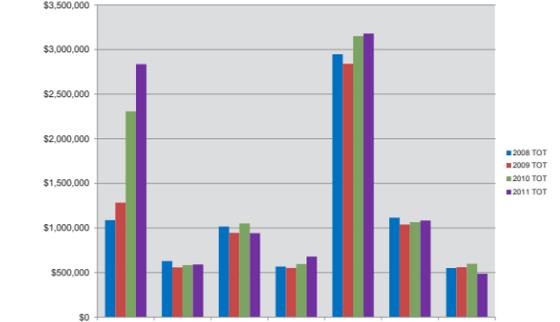
Decline in full-time population



Slide 3

Slide 3

Why Visioning Options? – Address Fundamental Challenges



Slide 8

Slide 8

Considering the Context

- Recreation
- Transportation
- Land Uses
- Economics



Slide 13

Slide 13

Vision Principles

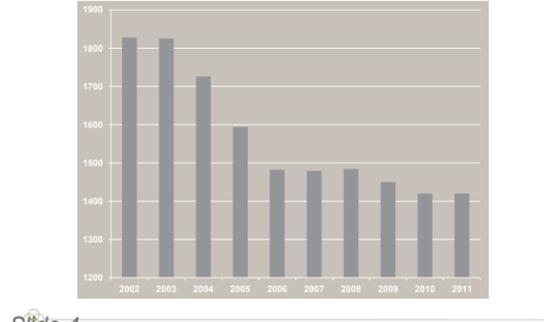
- 1 Encourage walkable retail at ground level with appropriate mixed use reinforcing main street vitality.



Slide 18

Why Visioning Options? – Address Fundamental Challenges

TTUSD Lakeside Enrollment – Ten Year Decrease

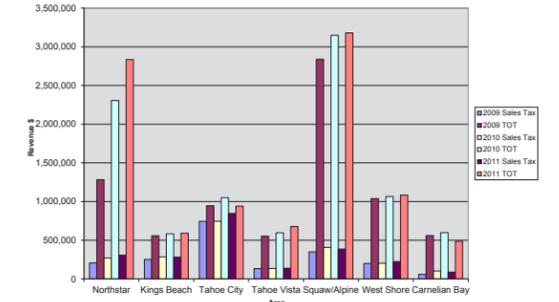


Slide 4

Slide 4

Why Visioning Options? – Address Fundamental Challenges

Sales Tax and TOT Comparison 2009-2011



Slide 9

Slide 9

Miscommunications

- Golf Course
- Building Heights
- Town Character
- Supermarkets
- Detailed Project Designs



Slide 14

Slide 14

Vision Principles

- 2 Create a more explorable, dynamic town form with side streets while preserving Tahoe City's unique community character and providing for increased town center recreation - including golf and winter, shoulder season activities.



Slide 19

Why Visioning Options? – Address Fundamental Challenges

Assessed Values - Declining



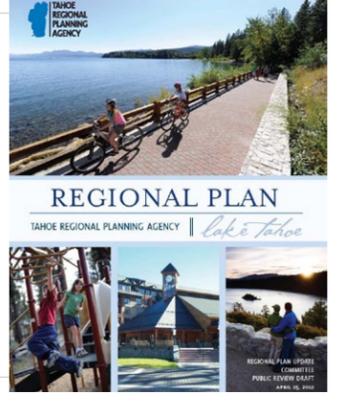
Slide 5

Slide 5

TRPA Regional Plan Update

TRPA Regional Plan Update

- Potential for a new planning context
- 5 Alternatives
- A launching point to go beyond previous visioning efforts
- Alternatives aimed to eliminate regulatory barriers to stimulate redevelopment of aged buildings and achieve environmental goals



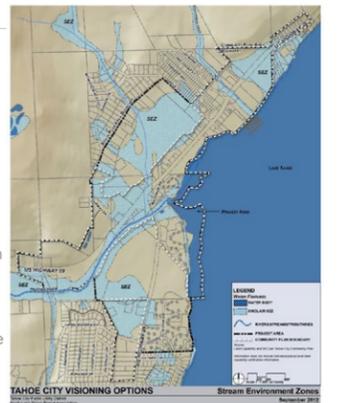
Slide 10

Slide 10

Why Visioning Options?

Fundamental Challenges Facing Tahoe City

- Large amount of SEZ significantly reduces development opportunities for small property owners
- Significant decline in full-time population – e.g. employment, housing
- Lack of bed base located in prime areas
- Declines in market share
- Small parcels with separate ownership



Slide 15

Slide 15

Vision Principles

- 3 Relocate and increase the bed base to incorporate possibilities for tourism stays – upgrade the lodging alternatives and stabilize the tourism economy.



Slide 20

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

4 Encourage prime accommodation sites on Lake Tahoe that carry waterfront access and the expected views and surrounding context that will make investment possible.



Slide 21
Vision Principles

9 Enhance bicycle, transit and alternative transportation modes as an essential part of a destination stay.



Slide 26
Marina District – Visioning Options



Slide 31

Historic Downtown District

- Lodging
- Village Streets
- Infill Development
- 2 front doors
- Reorganized Parking
- Pool Coverage
- Tahoe City Green (grocery store could remain)

Slide 36
Presentation – Work Session 3, Thursday, September 27

5 Preserve views and access to Lake Tahoe.



Slide 22

Visioning Options Diagram

- Marina District
- Golf Course District
- Historic Downtown District
- Tahoe City Green
- Recreation District
- Mixed Use Districts



Slide 27

Marina District – Visioning Options



Slide 32

Historic Downtown District – Visioning Options



Slide 37

6 Connect visitors to Lake Tahoe culture and experiences through education, recreation facilities and visitor center.



Slide 23

Visioning Options

Marina District – Principles

- Move/increase bed base in Town Center
- Encourage prime accommodations on waterfront access & views of Lake Tahoe
- Preserve views and access to Lake Tahoe
- Enhance transit and alternative transportation modes



Slide 28

Visioning Options

Golf Course District – Principles

- Enhance and expand Town Center recreational opportunities
- Preserve Tahoe City's unique character



Slide 33

Historic Downtown District – Visioning Options

- Two front doors – 1 to Lake Tahoe and 1 to the Golf Course



Slide 38

7 Enhance and expand recreational opportunities in winter and shoulder seasons.



Slide 24

Visioning Options

Marina District

- Hotel Opportunity – views, access to the lake, expected surrounding context
- Upgrade commercial space
- Recreation Opportunities
- Infill Development
- Public Pier with Waterborne Transit



Slide 29

Visioning Options

Golf Course District

- 9-Hole Course
- Potential for Winter Recreation
- Daylight Stream
- Coordinate with Environmental Restoration Improvements
- Public Facilities include Play Fields



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Tahoe City Green – Visioning Options



Slide 39

8 Streamline infill and redevelopment permitting and planning processes.



Slide 25

Marina District – Visioning Options



Slide 30

Visioning Options

Historic Downtown District – Principles

- Encourage walkable retail
- Create exploratory town form and preserve Tahoe City's unique community character
- Preserve views and access to Lake Tahoe
- Move/increase bed base in Town Center



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Tahoe City Green – Visioning Options



Slide 40

Public Meetings: Sign-in Sheets, Meeting Notes, Comments and Questionnaires

Tahoe City Green – Visioning Options



Slide 41

Mackinaw District – Visioning Options



Slide 46

Visioning Options

Mixed Use Districts – Principles

- Enhance transit and alternative transportation
- Encourage walkable retail by moving larger community services to town center edges in mixed use centers
- Preserve views and access (riverfront)



Slide 51

Community Ownership

- | | | |
|---|--|---------------------|
| 6 | Connect visitors to Lake Tahoe culture and experience in the form of education and recreation facilities and visitor center. | NLTRA, TCPUD |
| 7 | Enhance and expand Town Center recreational opportunities in winter and shoulder seasons. | TCPUD, NLTRA |
| 8 | Streamline infill and redevelopment permit and planning processes so they become expedited and allow for site by site improvements. | County, TRPA |
| 9 | Enhance bicycle, transit, and alternative transportation modes as an essential part of a destination stay and environmental improvement. | County, TRPA, NLTRA |

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Presentation – Work Session 3, Thursday, September 27

Tahoe City Green – Visioning Options



Slide 42

Visioning Options

River District – Principles

- Encourage walkable retail
- Create explorable town form while preserving Tahoe City's unique character
- Preserve views and access to Lake Tahoe



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Visioning Options

Mixed Use Districts

- Community Services
 - Grocery Stores, Post Office, Hardware Stores, Nurseries, etc.
- Live-work accommodations
- River Edge Open Space
- Improve Visual Quality
- Intercept Parking



Slide 52

Next Steps

- Outreach to all partners to share vision and gain understanding on principles and responsibility.
- Establish communication mechanism to share updates, gather input, provide information, and develop pro-active strategies with public and private property owners/investors.
- Coordinate with Tahoe City Community Plan Team and Placer County Planning Department to integrate principles into Area Plan and with TRPA on the Regional Plan.
- Present principles to Tahoe City Golf Course MOU partners for consideration in planning for the Golf Course.
- Present principles to North Tahoe Fire and Placer County for consideration in planning for the old fire station.

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Visioning Options

Mackinaw District – Principles

- Encourage walkable retail
- Preserve views and access to Lake Tahoe
- Create explorable, dynamic town form while preserving Tahoe City's unique character

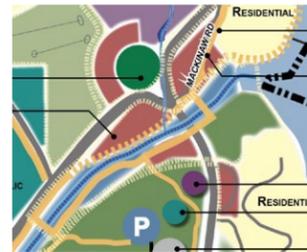


Slide 43

Visioning Options

River District – Principles

- Riverfront Boardwalk
- Active Riverfront
- Reorganized Parking



Slide 48

Visioning Options

Recreation District – Principles

- Preserve views and access to Lake Tahoe
- Connect visitors to Lake Tahoe culture – rec. facilities & visitor center
- Enhance and expand Town Center recreational opportunities
- Enhance transit and alternative transportation modes



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Group Discussion

Thoughts

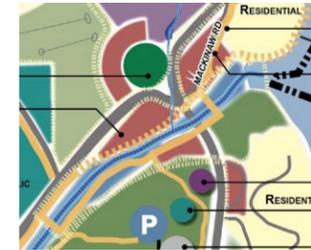


Slide 58

Visioning Options

Mackinaw District

- Pedestrian and Auto Oriented Street
- Potential one-way eastbound street (increase bicyclists room)
- Low Volumes/Speeds
- Reorganize Parking at SR 89/SR 28
- Enhance trail connectivity and access to river and lake



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River District – Visioning Options

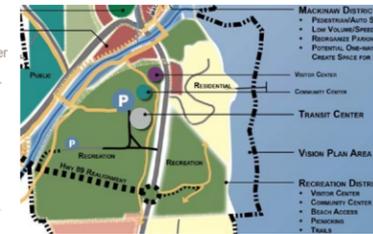


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Visioning Options

Recreation District

- Major Visitor Center
- Community Center
- Beach Access
- Picnicking
- Trails
- Potential for winter recreation



Slide 54

Contacts

- Contacts:
 - Cindy Gustafson: cindyg@tcpud.org
 - Sandy Evans Hall: sandy@puretahoenorth.com
 - Stephanie Grigsby: sgrigsby@designworkshop.com

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Mackinaw District – Visioning Options



Slide 45

River District – Visioning Options



Slide 50

Community Ownership

- | | | |
|---|---|---|
| 1 | Encourage walkable retail at ground level with appropriate mixed use reinforcing main street vitality. | Property Owners, County, TRPA |
| 2 | Create a more explorable, dynamic town form with side streets and village form while preserving Tahoe City's unique community character and providing for increased town center recreation - including golf and winter, shoulder season activities. | Placer County, TCPUD |
| 3 | Move/increase bed base in Town Center to incorporate possibilities for tourism stays – upgrade the lodging alternatives and stabilize the tourism economy. | Placer County, NLTRA, Property Owners |
| 4 | Encourage prime accommodation sites on Lake Tahoe that carry waterfront access and the expected views and surrounding context that make investment possible. | Property Owners, County, NLTRA |
| 5 | Preserve views and access to Lake Tahoe. | Property Owners, TRPA, County, NLTRA, TCPUD |

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