

Locals give S. Tahoe officials earful about Al Tahoe area

By Kathryn Reed

While the consultant in charge of the Harrison Avenue project in South Lake Tahoe said the purpose of Tuesday night's gathering was to exchange information – the city saying what it wants to do and locals saying what they want – some wondered what the point really was.

One person said how four years ago the city agreed there would be no one-way streets in that area. Now some people are miffed that maps show one-way streets.



Bob Albertazzi, right, talks Oct. 9 about South Lake Tahoe's plans for parking in the Al Tahoe area. Photo/Kathryn Reed

Another meeting-goer brought up how a year ago a vocal group was adamant that parking permits in neighborhoods, especially Al Tahoe, was a bad idea. That idea is back on the table at a proposed cost of \$25 per household a year.

On the flip side, a man told Bob Albertazzi, who was leading

the parking discussion, that he believed what the city had come up with was a viable solution.

Marti Monns, who lives by Regan Beach, told *Lake Tahoe News*, "I don't believe in paid parking in an area like this." She also doesn't want to pay for a permit. She knows what it is like to be a single mom, so she wants to keep things affordable for those who live and visit Lake Tahoe.

Monns added that the congestion during Fourth of July and concerts at Lakeview Commons is tolerable. What concerns her and others is if the city puts paid parking in at Regan Beach, it will spill over into the neighborhood because those people will want to park for free. That is why the city is looking at permit parking – to lessen the impact on locals.

The meeting on Oct. 9 at South Tahoe Middle School attracted about 80 people. Three stations were set up for people to get info and voice opinions. They included talking about events at Lakeview Commons – the impacts, types of events and how many there should be. The city plans to have event specific guidelines for Lakeview Commons devised by December. That same month request for proposals will be sent out for concessionaires for that location.

Another sector at the meeting focused on parking management. What wasn't mentioned by city staff is how in the current budget there is revenue budgeted to come from paid parking. Then again, it was in the last fiscal budget, too, but the City Council took it out when public pressure weighed heavily on them.

The third station at the meeting was talking about plans to revamp the Harrison Avenue business district. Hilary Roverud, who runs the city planning department, said, "The actual physical changes are only proposed for the commercial area."

Another opportunity for people to comment on Harrison Avenue will be during the 30 days when the CEQA document is on the

street. It should be released Oct. 12. The Planning Commission is likely to have a special meeting later this month about that document. The council Nov. 6 is expected to have a public meeting about creating an assessment district for Harrison.

In March or April, city staff would like to award a contract to a contractor who would then begin work in May.