

Fireworks – not gunshots – cause concern in SLT

By Kathryn Reed

Illegal fireworks are being blamed for the heavy police presence along Pioneer Trail for several hours on Sunday, which included a California Highway Patrol helicopter looking for what initially was thought to be people firing multiple gunshots

South Lake Tahoe police officers on March 18 at 11:09am were sent to Elva Court for a burglary alarm and then immediately were notified of gunshots being heard near Temple Bat Yam.

At first officers thought the two incidents might be related, but they turned out to be separate.

Footprints were seen leading from the Elva residence. Officers then made chase with a K-9 on the suspect, which included going through waist-high snow.

Dylan Petigrew, 42, of South Lake Tahoe was arrested on charges of resisting arrest, burglary, probation violation, possession of heroin, possession of methamphetamine and an outstanding warrant.

What he may have taken off with still has to be determined. Officers said Petigrew did enter the home.

While officers were there, they also heard what was believed to be more gunfire. Pioneer Trail was shut down between Al Tahoe and Ski Run boulevards for several hours. Backup support came from El Dorado County Sheriff's Office, U.S. Forest Service and South Lake Tahoe fire.

Officers were told a house on the corner of Pony Express and Pioneer trails should be investigated.

The vacation home rental was empty.

“Upon further inspection of the home where it was believed the gunshots were from were illegal fireworks,” Officer Matt Morrison told *Lake Tahoe News*. “Remnants of fireworks were left behind.”

As of 5:30pm officers were still trying to locate the renters.

Nev. pot supply steady, wholesale recreational prices high

By Bart Schaneman, Marijuana Business Daily

Nevada’s recreational marijuana supplies are plentiful but not overly abundant, keeping wholesale cannabis prices on the high side compared to other adult-use markets.

Business owners in Nevada don’t expect wholesale prices to remain steep for much longer, however.

Growers are continuing to build out their cultivation facilities and improve their growing methods, pumping additional supplies into the market.

Read the whole story

Low-cost medicinal pot threatened by legalization

By Brad Branan, Sacramento Bee

The Wo/Men's Alliance for Medical Marijuana survived a raid by federal agents and other existential threats while providing free and low-cost cannabis to seriously ill patients. In operation for the past three decades, the Santa Cruz-based collective is the oldest example of a compassionate care" program in the nation.

Now, the program and others like it could be forced to close due to an unlikely reason: legalization.

Under state regulations that went into effect Jan. 1, compassionate care programs must collect taxes on the market value of cannabis that they give to patients. Many of these programs say they cannot afford the taxes nor the cost of state and local permits required to obtain cannabis from legal growers.

Read the whole story

Snippets about Lake Tahoe

· Tahoe Regional Planning Agency is making a planner available one day a week in Incline Village to accept and review permit applications to ensure projects in the Washoe County portion of the Lake Tahoe Basin comply with TRPA regulations. Bridget Cornell will work out of the Incline Village Community Center at 855 Alder Ave. each Thursday from

9am-4pm, closed from noon-1pm. Cornell may be reached at 775.589.5218 or bcornell@trpa.org.

- The \$5,000 grant from the Lahontan Community Fund has aided the Humane Society of Truckee-Tahoe to adopt out the healthiest pets possible. The money allowed HSTT to achieve its goal of disease testing, medically treating, vaccinating and performing sterilization surgeries on every pet that is stray, abandoned or relinquished within our community.

- Here is the Sierra roadwork schedule from Caltrans for the week.

- Bertheria Grady, 55, of El Dorado Hills has been appointed chief deputy director of the California Office of Tax Appeals.

CTC funds next section of Greenway trail

The California Tahoe Conservancy board approved a \$3.182 million grant to El Dorado County to build the next phase of the South Tahoe Greenway Shared Use Trail.

The first phase was completed in October 2015, providing a .42-mile neighborhood connection between Glenwood Way and Herbert Avenue. Together with the first phase, this phase will provide almost two miles of continuous shared use trail in the heart of South Lake Tahoe.

It will link Tahoe Sierra and Bijou neighborhoods, Lake Tahoe Community College, and the community play fields.

Road Beat: Kia Niro Hybrid impresses



The Kia Niro Hybrid fuel economy is outstanding. Photos/Larry Weitzman

By Larry Weitzman

After setting records like driving across the United States in a Kia Niro Hybrid averaging 78 mpg, it apparently wasn't good enough for the folks at Kia as for 2018 Kia has introduced a new Niro plug-in hybrid version with a claimed all electric range of 26 miles. In reality, that range could extend out to 35 miles or more, as I found in many of my shorter trips.

About the only external difference to the Niro's very

attractive body, well proportioned body, is the plug-in battery door on the side of the left front fender which looks like a second fuel tank door, which is exactly what it is, a place to add electrons from a special charging cable. Otherwise the dimensions are the same for a small compact almost CUV, 172 x 71 x 61 inches for length, width and height. Wheelbase is a long 106 inches and track is a wide 62 inches and will be appreciated when it comes to changing directions.

As to almost being classified as a small, compact SUV, ground clearance is good at 6.3 inches. And its Home Depot/Lowe's credentials are substantial at 55 cubic feet behind the front seats and almost 20 cubes behind the second row. And this is a vehicle that is 10 inches shorter than your average compact sedan. While the electric system, it's 8.9 kWh L-I battery (about 7.5 kWh more energy than the conventional hybrid) and the rest of the electrical stuff (hey, the charger cable probably weighs 5 pounds) add just about 250 pounds (the battery is listed at 258 pounds), total weight still remains about 3,450 pounds and with its small 11.4-gallon fuel tank, that saves about 20 pounds.



Specifications

Price \$28,840-\$34,500

Engine

1.6L DOHC, 16 valve, GDI
Atkinson cycle inline four
cylinder 104 hp @ 5.700 rpm
109 lb.-ft. pounds of torque

@ 4,000 rpm

Electric power

8.9 kWh L-I polymer battery

Battery weight 258 pounds

60 hp electric motor

Combined max power 139 hp

Transmission

Eight-speed dual clutch
automated manual

Configuration

Front engine/front wheel
drive

Dimensions

Wheelbase 106.3 inches

Length 171.6 inches

Width 71.1 inches

Height 60.8 inches

Track (f/r) 61.6/62.2 inches

Ground clearance 6.3 inches

Fuel capacity 11.4 gallons

Weight 3,450 pounds

GVWR 4,409 pounds

Steering 2.66 turns lock to
lock

Turning circle 34.8 feet

Cargo volume (rear seats
up/down 19.4/54.5 cubic feet

Wheels 16-inch alloys

Tires 205/60X16 inches

Performance

0-60 mph 7.66 seconds

50-70 mph 4.38 seconds

50-70 mph uphill 7.22
seconds

Top speed Officially listed
at 106.9 mph

Fuel economy EPA rated

48/44/46 mpg
city/highway/combined.
Expect 60 plus mpg in short
drives under 35 miles with
full charge and 52 mpg on a
level highway at legal
speeds.

Under the hood you will find a 1.6L DOHC, i6 valve Atkinson cycle inline four that makes 104 hp at a low 5,700 rpm and 109 pounds of twist at 4,000 rpm. But it's kicker is a 60 hp electric motor which brings the combined output to 139 hp. The battery itself is capable of putting out the equivalent of 79 hp, so the Niro has good margins to perform at its peak 139 hp level at any time, even when in straight hybrid mode when the main pure electric part of the battery is exhausted. More on that later.

First let's talk performance, which the Niro PHEV has plenty of. How about a 0-60 mph time of just 7.66 seconds, but it feels quicker and with or without a charged battery, the Niro flat out performs. Passing times of 50-70 mph averaged 4.38 seconds and up a 6-7 percent grade that time only slows to 7.22 seconds. Part of this high performance can be attributed to the Niro PHEV's eight speed dual clutch automated manual tranny. It was faultless, super-slick smooth and extremely intuitive.

Niro PHEV is a high performance and satisfying car to drive. When the big battery is done after about 30-35 miles, it can still go pure EV at 70 mph and performance doesn't degrade one iota. I don't know how they do it, but this Kia is a great car.

Fuel economy while rated in the EPA cycle at 48/44/46 mpg, city/highway/combined, it does significantly better. In my first 187 miles, Niro averaged 69.7 mpg with a couple of plug-ins. Steady 70 mph highway mileage averaged 52.4 mpg, eight

mpg better than the EPA number. My trip over the Sierras to South Lake Tahoe and back averaged 46.6 mpg for the 130-mile trip and it was done with no battery as I was at zero EV miles when I started the trip and the drive was aggressive. In regular driving, averaging 60 plus mpg should be a lead-pipe cinch. Now the issue becomes what is the cost of electricity, as at 20 cents a kWh, a fill up will cost you about \$1.60, so the cost per mile will be the same as gasoline. But there are other benefits.

First, the drive is exceedingly smooth and quiet. And you give up nothing in handling as it has extremely quick, accurate steering (2.66 turns lock to lock), the aforementioned track is wide, suspension is state of the art four wheel independent and turning circle is under 35 feet. Tires and its alloy wheels are a bit underwhelming at 16 inches and 205/60 rubber, but handling is still excellent, changing directions nimbly and with aplomb. It is fun to drive.

Ride quality is quiet on smooth roads, especially when running pure electric. The build quality is vault like and the ability to absorb punishment is apparent in its supple ride control. Niro PHEV does not ride like a sub-compact or compact car, but at a much higher level, but not quite as high as cloud like.

Safety is all there with smart radar cruise, front collision warning, autonomous emergency braking and lane keep assist all standard as well as all the other acronyms. Four-wheel discs brakes are strong with excellent pedal feel (remember as a hybrid there is regen braking) and the standard HID head lights are excellent.

Inside this EX Premium is a leather interior with all surfaces covered in first rate luxu or near luxu materials. Seats are comfortable if not on the firm side which is preferable for longer hauls and this Niro even with its smaller fuel tank will still get you well over 500 miles with reserves.

Three can fit reasonably well in the second row, but the real deal is the compact CUV like cargo capacity mentioned above. This Niro PHEV can haul the mail and plenty of it and for a long way.

While prices start for a well-equipped Niro LX PHEV at \$27,900 plus \$940 for the boat ride from Korea, my super well-equipped EX Premium stickers for \$34,500 with the boat ride included. Nothing else to buy, it comes loaded up. The question becomes is the Niro PHEV going to save you money? At \$0.30 per kWh as I pay for PGE power (you can blame that high price on stupid environmental laws), it really doesn't make economic sense. But in the rest of the country where electricity sells for about 12-15 cents a kWh it will save you a little money, but not nearly enough to make up the price difference over a nice Kia Forte5. It might make you feel virtuous, but there are better ways to raise your feelings of virtuosity or self-esteem. But as an automobile, the Niro PHEV is quite a car/CUV, lots of guilt free performance, but instead of paying at the pump, you pay at the showroom and your electrical receptacle.

Larry Weitzman has been into cars since he was 5 years old. At 8 he could recite from memory the hp of every car made in the U.S. He has put in thousands of laps on racetracks all over the Western United States.

Court ruling halts massive Truckee development

By Jane Braxton Little, Sacramento Bee

A Placer County Superior Court judge has at least temporarily

stopped a controversial development north of Lake Tahoe that would have allowed 760 new homes in a high-severity fire area.

Judge Michael W. Jones ruled that Placer County failed to adequately address emergency evacuations in the area, especially in light of its high risk for fire. The decision was a partial victory for three environmental groups who sought to overturn the county's 2016 environmental impact review of Martis Valley West, a 7,428-acre project straddling Highway 267 five miles southeast of Truckee.

The largely forested land, owned by Sierra Pacific Industries, abuts the northern edge of the Tahoe Basin and takes in a section of the Tahoe Rim Trail. The project is designed to include more than six acres of retail stores, restaurants, offices and sports equipment rentals as well as townhouses, cabins, condominiums and up to 500 single-family homes on over 1,000 acres.

Read the whole story

Opinion: Commonalities of gun violence and mental illness

By Ana Bourne

Like so many, I was saddened after seeing and reading about the latest incident of gun violence in America, which took place in Parkland, Fla., at Marjory Stoneman Douglas High School. The unforgettable images of children fleeing from the school, ambulance after ambulance arriving at the scene and frantic students and parents trying to grasp the gravity of what had just transpired were truly heartbreaking.

I am not alone in thinking that this is a time for our country to heal. This is not the time to politicize the Second Amendment, gun control or mental illness, nor is it the time for one side to demonize the other. Rather, it is the time to address these problems head-on.

I am going to leave the overplayed and overused expressions such as “guns don’t kill people, people kill people” and “all guns should be taken off the street” out of my discussion. Instead, I am simply going to address the issue of mental illness in our society, as so many have done in the past following these horrific tragedies. But perhaps, in its totality, there hasn’t been enough about this sometimes-crippling medical condition discussed in true and meaningful ways. Almost immediately after each tragic incident, whether they are in Newtown, Conn., Las Vegas or Parkland we find the issue of mental illness addressed on center stage in American society.

True enough, any discussion that can result in saving just one life from gun violence is a necessary one. But opening the difficult conversation about mental illness at such proportions only following an instance of violence is truly disingenuous to the 1 in 5 adult Americans who suffer from mental illness each year. The Substance Abuse and Mental Health Administration found that more than 18 percent of those living in the United States are affected by mental illness; 4 percent of those Americans adults experience “serious mental illness,” which limits day-to-day activities such as going to work.

I find it truly disheartening, and it makes me downright angry when I see that there is such stigmatization of those suffering from mental illness in the U.S. And, this mischaracterization is only exacerbated by rhetoric from politicians and lobbyists who pounce on the opportunity to find a scapegoat and cloud the issues behind gun violence with a deep-rooted medical condition.

I truly believe that our country must allocate more resources; including time and money to help those with mental illness. It is not enough to just focus on understanding mental illness, we must build empathy for those with these conditions. Fortunately, I am currently in the planning stages of developing a nonprofit organization for this very reason– to help people in need of such understanding and empathy.

Studies show us time and again that those with mental illness are more likely to be victims of gun violence, especially to themselves, than to be the ones committing such acts against others. Having very tangible conversations about how to stop and mitigate gun violence is paramount. But at the same time, we must also put mental illness into perspective and realize that it too is a discussion we cannot ignore.

Ana Bourne is a Lake Tahoe-area resident and real estate investment professional, owner and president of Global Alliance International LLC, and a strong mental health advocate.

Opinion: Edgewood defends its charitable giving

To the community,

The inaccuracies and subjective opinion of the story posted on Lake Tahoe News compelled us to respond with the facts and true information about the volunteer food and beverage tents at American Century Championship.



John McLaughlin

Edgewood Tahoe's executive team requested a meeting with Soroptimist International of South Lake Tahoe in early February for a briefing on the history of the golf tournament volunteer partnership. During that meeting concerns were raised about the distribution of funds, as it was discovered after reviewing available tax returns that Soroptimist had been holding approximately \$450,000 in a bank account as opposed to distributing it to the community in a timely fashion. When asked, Soroptimist officers wouldn't provide a plan or timeline for how the funds were to be used. There are many organizations in town that need help and Edgewood asked to be involved in determining a few, knowing that Soroptimist's mission is to assist women and children. We were told flatly that we would have no input in where the funds are distributed – funds that the tournament held at Edgewood Tahoe helped generate. We sincerely appreciate Soroptimists' active involvement over the years and recognize their efforts, but this answer was not satisfactory.

The article also suggested that the Boys and Girls Club would no longer be holding their fundraiser at Edgewood Tahoe. This is not true. The Boys and Girls Club is still holding its 21st annual golf tournament at Edgewood. This event raises between \$40,000 and \$50,000 each year for the club. Edgewood donates the golf course and all food and beverage served in the clubhouse for this event. The club was forced to discontinue an evening wine event the Spirit of Spring because the wine purveyor is no longer involved. With the addition of the

lodge, Edgewood now has group bookings year round and the clubhouse was unavailable for the Live Violence Free gala.

Edgewood has a long history of community support and involvement and those plans will continue as part of our long-held operating values. To that end, our team developed a philosophy on charitable giving that remains true to Edgewood's traditions. The overarching beliefs include three different categories: educational, social, and environmental. As it has for years, Edgewood is committed to providing opportunities for local organizations, and the food tents at the golf tournament will continue to generate funds for local nonprofits. That is not changing, but now instead of just one group benefiting from this event there will be opportunities for other community nonprofits and Edgewood can ensure the proceeds will have a direct and immediate impact.

John McLaughlin, Edgewood Tahoe president/CEO

U.S. giving away the \$30B medical marijuana industry

By Josh Dean, Bloomberg

Lyle Craker is an unlikely advocate for any political cause, let alone one as touchy as marijuana law, and that's precisely why Rick Doblin sought him out almost two decades ago. Craker, Doblin likes to say, is the perfect flag bearer for the cause of medical marijuana production—not remotely controversial and thus the ideal partner in a long and frustrating effort to loosen the Drug Enforcement Administration's chokehold on cannabis research.

There are no counterculture skeletons in Craker's closet; only dirty boots and botany books. He's never smoked pot in his life, nor has he tasted liquor.

"I have Coca-Cola every once in a while," says the quiet, white-haired Craker, from a rolling chair in his basement office at the University of Massachusetts at Amherst, where he's served as a professor in the Stockbridge School of Agriculture since 1967, specializing in medicinal and aromatic plants. He and his students do things such as subject basil plants to high temperatures to study the effects of climate change on what plant people call the constituents, or active elements.

Read the whole story