Tahoe luxury properties combine rustic with ornate

This is a home in Homewood selling for $17.9 million. Photo/Linda Fine Conaboy

By Linda Fine Conaboy

Who doesn't enjoy a day at Lake Tahoe? And who would balk at combining that day with a specially-prepared lunch at a multi-million dollar home in a setting so beautiful it could quite conceivably cause you to catch your breath? Oh, and throw in a jaw-dropping Lake Tahoe summer's day, and you've got yourself a ticket to paradise.

Lake Tahoe News was recently invited to participate in Chase International's annual home tour showcasing 26 luxury properties peppering the circumference of the lake. On this perfect summer day, the most difficult part of the trip was deciding which homes to tour and which ones would need be left

to just the imagination.

Our journey began in Glenbrook at a home located at 1868 Glenbrook House Road, listed for $4,950,000. The toughest part of the Glenbrook portion of the tour was finding the targeted homes and then locating a parking spot—there were lots of people with paperwork in hand, making their way to and from the properties, all vying for limited parking space.

The outstanding feature of the Glenbrook House Road abode was not to be found inside, but rather outside, in the form of Shakespeare Rock. Realtor Susan Clemons described it as the prime geological feature of Glenbrook—besides Lake Tahoe, she added.

Shakespeare Rock sits directly south of Glenbrook and was named by a woman who in 1862 was sketching mountain backdrops. She claimed the rock offered a close approximation of William Shakespeare carved into its lichen-covered face. Now, it’s a favorite of hikers and rock climbers.

The fixture over the dining table in a home on Jameson Beach. Photo/Linda Fine Conaboy

The home’s builder seemed to be enthralled with the rock’s grandeur too, incorporating views of it into nearly every south-facing window. The tall front door is so situated that its casing offers a perfect frame for the rock’s overwhelming majesty.

In the living room, the rock looms through the three-story picture window. “In the afternoon, when the sun sets, Shakespeare Rock glows,” Clemons told *Lake Tahoe News.*

Wide plank flooring gives this home the feel of “old Tahoe,” but the appointments within remind one that this is not really old at all, but perfectly appointed proffering the latest amenities available. For example, there’s a huge natural stone fireplace in the living room that offers a taste of rusticity, but the modern, sleek kitchen, highlighted by a very large Viking gas stove and stainless steel appliances by Miele and Subzero, surrounded by grey and black counter tops, all point to the fact that this is a modern house—with outstanding views.

The dining room, kitchen and some of the bedrooms upstairs all view a terraced backyard that leads to the forest beyond. Elevator access originates at the lower garage level and services the entire home.

In the master bedroom on the ground floor, stands a closet large enough to accommodate both mom and dad, backlit by twin multi-paned windows. The giant floor-to-ceiling shower, his and hers sinks, a commode with both a bidet and a toilet and a deep, jetted tub topped with a television, allow the inhabitants a comfortable life style.

Glenbrook provides homeowners a sandy beach, a buoy field with valet service, a community park, gated and guarded entry and hiking trail access. This home includes a golf membership with an accepted offer with the understanding that the buyer pays the $15,000 transfer fee.

Glenbrook also played host to the second home we chose to tour—at 202 Pine Tree Lane called Horseshoe Lodge at Glenbrook. This beauty is a horse lover’s delight with a fully-fenced equestrian pasture occupying a portion of its 11.46 acres.

With six bedrooms, seven baths, two half-baths, a five-car garage, a separate and private club house, a large lap pool with a detached spa, this house can be purchased for

$9,980,000. Taxes are $26,795.

The very private setting is even more so because it borders Forest Service lands and is accessed through a gate-guarded private drive.

The home has been on the market less than two weeks, Cliff Chase, the listing agent said.

“Everyone who lives here has the option to join Glenbrook Golf Club, the oldest course in Nevada. It was built in 1926,” Chase said. “The setting is exceedingly private, which is so unusual for Lake Tahoe. It’s a private retreat, if you will. Horses are OK here, which is also rare at the lake. And the views are A-plus,” he said, pointing to the stunning expanse of Lake Tahoe, available from all south-facing rooms in the home.

“Additionally, the tennis court is so big, you could land a helicopter on it.”

Scoping out beautiful abodes creates an appetite, and fortunately, a gourmet lunch was available at Clear Creek Tahoe’s beach retreat, at 853 Stateline, close to Edgewood golf course. Access to this grass and sand beach and club house is available to all who purchase a home in the growing community of Clear Creek Tahoe, located on the eastern slope of the Carson Range. Clear Creek encompasses just over 2,000 acres surrounded by national forest land.

A house at Jameson Beach selling for $6,750,000. Photo/Linda Fine Conaboy

Craig Cibulsky, a Chase Realtor, explained there are close to 400 available lots, with 171 in the development's first phase. "Just under 40 percent are sold," he said. "The cottage lots are one-third to about 2 acres, while estate lots vary in size from one-half acre to close to 5 acres."

He also said that purchasing a lot gets you social membership opportunities excluding access to the golf course, unless you purchase golfing privileges.

After an excellent lunch, it was on to the beautiful beachfront abode at 3115 Jameson Beach, selling for $6,750,000 and represented by Robert Stiles.

This is a unique property in that it is fronted by an unimposing two-story guest home out front, with the grand

house sitting on the beach. The private, gated pier is 100 feet in length and features access to two buoys. Stiles explained that the property has been for sale for almost two years.

In total, the two residences are 6,234 square feet on about 1 acre of land. The two homes were constructed in 1991, with remodeling of the main residence taking place in 2014. Lake frontage totals 125 feet and access to the property is private through a gate on the road.

Vaulted ceilings in the main home, which is 4,796 square feet, add depth and glamour to the place. There are three ensuite bedrooms, a family room and a chef’s kitchen with a Viking range. The five-car garage even has room for the boat.

And finally, biding adieu to the East and South Shores, we found ourselves in Homewood, touring a magnificently large home with so many extras, it’s difficult to recap them all.

Starting with an amazing 100 feet of pristine shoreline, this old-style Tahoe house is on the market for $19,950,000. What else do you get for nearly $20 million? How about four buoys, a shared pier, a lakeside gas fire pit and a lush lawn bordered by many old-growth cedars.

That’s just for starters. The dining room sports 20-feet of folding glass doors, overlooking the lake. A culinary artist would love the open kitchen as well as the radiant heat throughout. Then there’s the stately granite boulder fireplace. In fact, granite plays a large roll in this home’s exterior as well as the interior.

It was constructed by Tahoe’s Bruce Olson in 2009 with architectural design provided by his daughter and son-in-law who own the firm of Olson-Olson. The home is constructed on a double lot. All of the unique furnishings and art works will remain with the property; all except for some of the owners’ favorite pieces of art.

The wood plank flooring was imported from France and the large downstairs bar top is of solid pewter. The four bedrooms downstairs all face the lake and are reminiscent of old Tahoe-style bedrooms in that they are small and intimate rather than large and impersonal.

In a small library room downstairs with a double-sided rock fireplace, is a Sherlock Holmes door—a hidden door on swivels masked by library shelves full of books. This leads to the corkage room where there’s room for myriad bottles of wine, all temperature controlled according to their contents.

In the mechanical room towers a huge array of equipment used to control the sound throughout the home. Even the dock has its own sound control box. And at this lower level is a mother-in-law unit with a fully functioning kitchen.

This home first went on the market last year with an asking price of $24 million. Judging from the substantial price reduction, Realtor Kelli Landman allowed as how the owners are now quite motivated to sell.

While we were able to only preview a few of the 26 homes on the tour, it goes without saying, that the others must be equally spectacular.

Organic prevention and management of powdery mildew on plants

By Melinda Myers

Spots and patches of white or gray talcum powder-like

substance on your plant means powdery mildew infected your plant. This is one of the most widespread fungal diseases and attacks a wide range of plants. You may see mildew on a variety of trees, shrubs, flowers, vegetables and lawn grasses. Don’t despair—you can reduce the risk of this disease with proper plant selection, maintenance and if needed organic intervention.

Powdery mildew is most common during hot dry weather. Wet foliage does not increase the risk of this disease, but high humidity does. You’ll typically see more mildew problems in crowded plantings, damp and shady locations as well as areas with poor air circulation.

Powdery mildew occurs when the fungal organism and susceptible plants are present and the environmental conditions are right for the disease to occur. Photo/Melinda Myers LLC

Powdery mildew, like other diseases, occurs when the fungal organism and susceptible plants are present together and the environmental conditions are right for the disease to occur. Remove one of these factors and you eliminate the disease. You can’t change the weather but there are some things you can do to reduce the risk of powdery mildew.

Avoid purchasing mildew susceptible plants. Instead select disease resistant varieties whenever possible. Fortunately, many new varieties of phlox, bee balm, lilacs and other mildew-resistant plants are now available at your favorite garden center.

Further decrease the risk by growing plants at the recommended spacing in the preferred amount of sunlight. Giving plants room to reach full size ensures they will receive sufficient sunlight and air circulation, thus reducing the risk of this and other diseases. Your plants will be healthier and better looking when they have space to show off their beauty.

Thin susceptible varieties of perennial plantings like phlox and bee balm in spring as new growth emerges. Removing one fourth of the stems increases light penetration and airflow reducing the risk of powdery mildew. Grow vine crops like cucumbers and squash on trellises and fences to accomplish the same results. Support large fruits of squash and melons with cloth slings anchored to the trellis.

Avoid excessive nitrogen fertilization that encourages lush succulent growth that is more susceptible to this and other diseases and many insect problems. Consider using low nitrogen slow release fertilizers that promote slow steady growth above and below ground.

If mildew continues to be a problem and is impacting the health and beauty of your plants, you may decide to intervene. Lightweight horticultural oils trap the fungal spores on the plant preventing it from spreading. Select OMRI certified products that are approved for organic gardeners.

Always read and follow label directions of all chemicals, organic or synthetic, before applying to any plant. Thorough coverage of the upper and lower leaf surfaces and stems will improve your success rate.

Check plant tags, purchase wisely and adjust plant maintenance

to reduce powdery mildew problems in your landscape. A bit of prevention and proper care go a long way to reducing the time spent maintaining healthy, productive and beautiful gardens and landscapes.

Melinda Myers has written more than 20 gardening books, including "Small Space Gardening." She hosts the Great Courses "How to Grow Anything" DVD series and the nationally syndicated "Melinda's Garden Moment" TV and radio segments.

Shared kitchen facility opens in Truckee

Kitchen Collab, a member-based commercial kitchen makerspace, is now open in Truckee.

Membership offers 24/7 access to workspace, equipment and steward services. It is designed to help small culinary businesses grow and thrive. The building features a drive bay that allows caterers, food trucks and others to load and unload product into the kitchen space. Private event space, shared work space, and an educational library are also on-site.

The 1,800 square foot kitchen space was designed with three hot lines, 11 prep spaces, a 26 x 10 walk-in cooler and access to 1,200 pounds of ice per day. Of the 11 prep spaces, five have their own refrigeration and two are butcher block bakery spaces with marble inserts. Specialty equipment includes a rotisserie, worktop sheeter, smoker, steam injected bread oven and blast freezer – all of which are available for use by all members.

For more info, go **online**.

Cougars and conservation topic of talk

Rick Hopkins, co-owner and senior conservation biologist at Live Oak Associates Inc., will make a presentation July 21 arguing against “traditional kill strategies” to control population of predators.

The event will take place at the Donner Memorial State Park Visitor Center in Truckee.

Doors open at 5 and the program begins at 5:30pm. There is a $5 suggested donation; parking is free after 5pm.

Hopkins argues that “traditional kill strategies” not only do little to reduce conflict, but do little to conserve the species. One example is the killing of cougars by recreational sport-hunting or prophylactic control methods – the kill strategy.

Placer County offers help to candidates

There will be over 175 positions available on various local city councils, school boards, parks, fire, water and utility districts in Placer County this November.

Placer County Elections Office is conducting free candidate workshops to take the mystery out of running for office.

Prospective candidates and their supporters are encouraged to attend. The workshops will explain many of the details involved in running for public office including campaign financial disclosure filing, campaigning techniques and working with the media.

Guest speakers will include a successful candidate, a campaign consultant, member of the media, Placer County Clerk-Recorder-Registrar of Voters Ryan Ronco and elections staff.

Candidate workshop details:

- Tahoe City – June 29, 6pm, Tahoe Administrative Center, 775 North Lake Blvd.
- Roseville – July 9, 6pm, City Council Chambers, 311 Vernon St.
- Lincoln – July 16, 6pm, City Council Chambers, 600 6th St.
- Auburn – July 21, 10am, Finance Administration Building, 2956 Richardson Drive.

Candidate filing for the November election will open July 16 and close at 5pm on Aug. 10.

Swimmer to recount historic day on Lake Tahoe

Erline Christopherson, the first woman to swim the length of Lake Tahoe, will be back in the area on July 18 to talk about that memorable day.

She was 16 when she accomplished this feat. She will share her memories of that record-setting day in 1962 with historic videos, photos and stories.

The free talk will be at the South Lake Tahoe Library on Rufus Allen Boulevard at 6pm.

Five years ago Christopherson gave a talk in South Lake Tahoe, and at that time the Lake Tahoe Museum had an exhibit about her.

Tahoe Pride Art Show on South Shore

The 2018 Tahoe Pride Art Show, Love is a National Treasure, shines light on the diversity of the community.

The opening is June 30 from 2 to 8pm at Benko Art Gallery, 3979 Lake Tahoe Blvd., South Lake Tahoe. The exhibit runs through July 8.

Work from Tahoe artists Scott Forrest, Shelley Zentner, Red Stickman, Catherine Schoen, Hayden Tencher, and emerging artists from South Tahoe High School will be on display. Local musician Hailie Hay will be performing new music. This event is free and open to the public.

A portion of the proceeds from this event will go to Live Violence Free. Live Violence Free is committed to promoting a violence free community through education and advocacy to address domestic violence, sexual assault, child abuse, and basic needs.

Road Beat: 2018 Toyota Highlander SE does it all

Hard to find a complaint with the 2018 Toyota Highlander SE. Photos/Larry Weitzman

By Larry Weitzman

Bob Lutz, a car wizard who spent time as a high-level executive such as vice chairman and executive vice president at Ford, Chrysler, GM and BMW, once called Toyota the "default" brand. What he meant by that was that many customers when buying a car simply didn't think about it, they simply went to their Toyota dealer and bought a car.

That's high praise coming from a competitor. Buying a Toyota

was simply a no-brainer. The brand was that good.

Toyota has not rested on that laurel as evidenced by their new fabulous Camry and this new 2018 Highlander. It is that impressive. Now in its third generation, Highlander is all grown up. The first generation was impressive and this new issue will blow you away.

While it is still loosely based on the Camry platform, Highlander has become a serious mid-size CUV. Just look at the creds. It sits on a 110-inch wheelbase while stretching out 193 inches with massive shoulders giving it a breadth of 76 inches. Ground clearance is significant at 8 inches.

Its design is rugged while maintaining an edge of class. The front end is massive and powerful. You can see some 4Runner. Its sidelines are sleek, especially the sweeping window lines and the rear end is squared off a bit making for serious cargo and three row seating. It’s a great looking vehicle and certainly an improvement over the first and second generation.

Specifications
Price $44,355 (loaded SE AWD V-6)
Engine
3.5L DOHC, 24 Valve V-6 295 hp @ 6,600 rpm
263 lb.-ft. of torque @ 4,700 rpm

Transmission
Eight-speed torque converter automatic
Configuration
Transverse mounted front engine/AWD
Dimensions
Wheelbase 109.8 inches
Length 192.5 inches
Width 75.8 inches
Height 70.1 inches
Ground clearance 8.0 inches
Track (f/r) 64.4/64.2 inches
Fuel capacity 19.2 gallons
Cargo capacity (behind front seats/second row/third row) 82.6/42.0/13.8 cube feet
Weight 4,590 pounds
GVWR 6,000 pounds
Tow capacity 5,000 pounds
Steering lock to lock 2.74 turns
Turning circle 38.7 feet
Wheels 19 x 7.5 alloys
Tires 245/55 x 19
Performance
0-60 mph 6.36 seconds
50-70 mph 3.61 seconds
50-70 mph uphill 4.93 seconds
Top speed – plenty fast
Fuel economy EPA rated 20/26/22 mpg city/highway/combined. Expect 23 mpg in country or suburban driving and 29 mpg on a level highway at legal

speeds.

Mechanicals are also improved with the 3.5L DOHC, 24 valve V-6 pumping out a prodigious 295 hp at 6,500 rpm along with 263 pounds of twist at 4,700 rpm. You can see its Camry roots in the transverse mounted engine. There is also a 185 hp, 2.7L inline four offered, but take a pass as the four gets a six-speed auto cog-swapper while the V-6 gets an eight-speeder. I would acquire the V-6 just for the eight-speeder. Only front wheel drive is available for the four banger while AWD is optional on the V-6 which my tester had and there isn't any fuel economy benefit with the four banger, it is a negative.

Performance is outstanding with 0-60 mph arriving is just 6.36 seconds, a near world-class number. Passing times match that number with 50-70 mph occurring in 3.61 seconds and the same sun up a 6-7 percent grade only slowing that number to 4.93 seconds. And Highlander is no lightweight, tipping the scales in AWD at 4,590 pounds with a GVWR of 6,000 pounds, making it easily up to the task of transporting 7-8 adults depending on whether you opt for a second-row bench seat. It is also rated to tow 5,000 pounds. It would do it easily.

Don't fret about fuel economy. All this performance plus utility doesn't drink a lot of fuel. EPA rates the Highlander AWD V-6 at 20/26/22 mpg city/highway/combined. Interestingly, the four cylinder, FWD Highlander is EPA rated at 20/24/22 mpg. The AWD V-6 while carrying an extra 400 pounds and a larger, over 50 percent more powerful engine returns better fuel economy. The four-cylinder model is not the one to buy. It achieves nothing except a slightly smaller price of admission.

In real world driving, the Highlander averaged 23 mpg overall with almost no time on a four-lane freeway, but when I ran my 70-mph highway test, the Highlander returned 29.3 mpg in a two-way run. In a 200-mile round trip from Placerville to

Carson City, the Highlander averaged 25.4 mpg. During that trip full throttle was used about a dozen times. Fuel capacity is a large 19.2 gallons meaning 500 mile legs on the highway.

Handling is another strong suit for Highlander. It has all the right equipment, suspension is Macpherson struts up front and double wishbones in the rear (my SE tester was sport tuned, meaning it was stiffened up a bit). Steering is an electric rack which is a very quick 2.74 turns lock to lock (turning circle is a reasonable 38.7 feet). And it has large stab bars at both ends. Cap all that off with 19 x 7.5-inch alloys shod with 245/55 series rubber and you have a handler. Highlander is a pleasure in the twisties, with accurate steering, crisp turn in and tremendous grip. It feels like it weighs a thousand pounds less as it complies with your directional wishes. Nice job Toyota.

Ride quality is very smooth and quiet. It’s uncanny as to how quiet the Highlander is which is punctuated by its smoothness. But it is a firm ride. If you are looking for float, this is not your boat. It is compliant and supple and head tossing is kept to a minimum, a ride quality that I look for in a vehicle. In top or eighth gear the engine spins a very low 1,700 rpm at 70 mph. It also comes with auto stop which stops the engine at a stop and restarts when the brake pedal is released. It was a bit disconcerting and it is defeatable by a switch but it will always default to auto stop at the beginning of every trip. It’s part of meeting EPA numbers.

Safety is standard on Highlander. Toyota Safety Sense plus everything else is included down to Lane Keep Assist with steering assist. Brakes over a foot in diameter and strong. Headlights are good.

Inside is a leather interior that provides excellent comfort for at least the first and second row. I wouldn’t vouch for the third row, but smaller adults and kids should be fine back there. Instrumentation is complete with a large tach and

speedo flanking an info/trip computer center.

The center stack was easy to use, there were no mice to deal with relative to operating the excellent sound system.

Cargo volume is huge with over 82 cubes behind the front chairs with the second and third rows folded flat and they do fold flat. There are 42 and 14 cubes respectively behind the second and third rows, so the Highlander could be dangerous at Home Depot or Lowe's. And the space is well shaped.

Pricing for this loaded Highlander SE AWD, V-6 starts at $41,550. My tester had one option an entertainment system that will set you back an additional $1,810 plus $995 for the train ticket from its Princeton, Indiana assembly plant bringing the total for my tester to $44,355. But scratching the upgraded entertainment system brings the total to about $42,500 a veritable bargain considering its extremely high performance and utility. It's just another example of the huge roll that Toyota is on.

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.

Tahoe Tails – Adoptable Pets in South Lake Tahoe

Vincent

Vincent and Wallace came to the shelter together, and they would like to find a forever home together. They are 10 months old and very sweet.

Vincent and Wallace are neutered, microchipped, tested for FIVted for FIV, and vaccinated. They are at the El Dorado County Animal Services shelter in Meyers, along with many other dogs and cats who are waiting for their new homes. Go to the Tahoe animal shelter's Facebook page to see photos and descriptions of all pets at the shelter.

Call 530.573.7925 for directions, hours, and other information on adopting a pet.

For spay-neuter assistance for South Tahoe residents, go **online**.

– Karen Kuentz

Truckee – a Gold Rush town

turning 25

Downtown Truckee has the feel that it did decades ago. Photo/John Corbett (year unknown)

By Susan Wood

TRUCKEE – The Sierra Nevada town known for its deep snow, cold temps, growth potential, pedestrian-friendly downtown and outdoor lifestyle celebrates a milestone this September of its most significant achievement – its history.

The town marks a quarter century of incorporation on Sept. 8, with a grand picnic and new town photo. The first one featured about 6,000 people (more than half the population in 1994) and was taken from a fire engine ladder.

But to get a true sense of Truckee's history in terms of its people and progress, one needs to perhaps date it in dog years. The establishment of the haven along the Interstate 80 corridor just north of Lake Tahoe covering a 34 square-mile swath of mountain and valley terrain dates back to 1863.

Through the years, the town flourished with lumber mills, a working railyard, a meandering river and later tourism – the latter responsible for the surge in interest of snow sports and on-foot travel. (One could argue there’s a reason the Donner Party braved treacherous conditions to get to a better life.)

Many others have followed. For the most part, Truckee has made all the right moves. This is according to historians, business owners, resort workers, city leaders and other stakeholders.

The number of permanent residents has grown to more than 16,000 living in 13,000 housing units. And with a population that can suddenly boom on a winter or summer holiday weekend to 30,000 people counting tourists who may dream about staying forever. Those 13,000 units can quickly fill to the point in which nearby Northstar ski resort has a housing specialist on staff. Some workers commute from Reno.

This may be what happens when one has too much of a good thing.

The Truckee Hotel is barely visible in winter 1890. Photo/H.K. Gage

Seizing on and maintaining a good thing

Stefanie Olivieri knows the town's peaks and valleys first hand.

The lifelong Truckee resident will commemorate a milestone of her own this 4th of July upon her clothing store started by her parents reaching the centenarian mark.

Cabonas, in the center of the historic district, opened as a general store selling worms, tackle, guns, work clothes, appliances and diapers – all the necessities 100 years ago. A gas pump sat outside, fishing flies were made inside.

She worked with her two siblings in the 2,500-square-foot store at 9 years old. So, when her parents retired in 1967, a light bulb came on.

"I was the one who loved it most," she said.

The 75-year-old pioneer expanded the clothing lines to include more sportswear.

"The town sort of grew up around us," Olivieri told *Lake Tahoe News.*

Olivieri vividly remembers when Nevada County approved a Kmart to be built before Truckee's incorporation. It was a watershed moment in which the town's fathers, pioneering families and visionaries decided to be the "determiner of our own destiny."

Big box stores were viewed as almost sacrilege to those trying to hold on to the charm and quaintness of their village.

"We nipped that in the bud," she said.

And so it goes with Truckee's grand achievements intertwined

with its one perplexing issue plaguing a lot of resort communities people love to death.

The lack of housing led Olivieri to last year log seven months manning the store without a day off because she couldn’t find workers who could afford to live there.

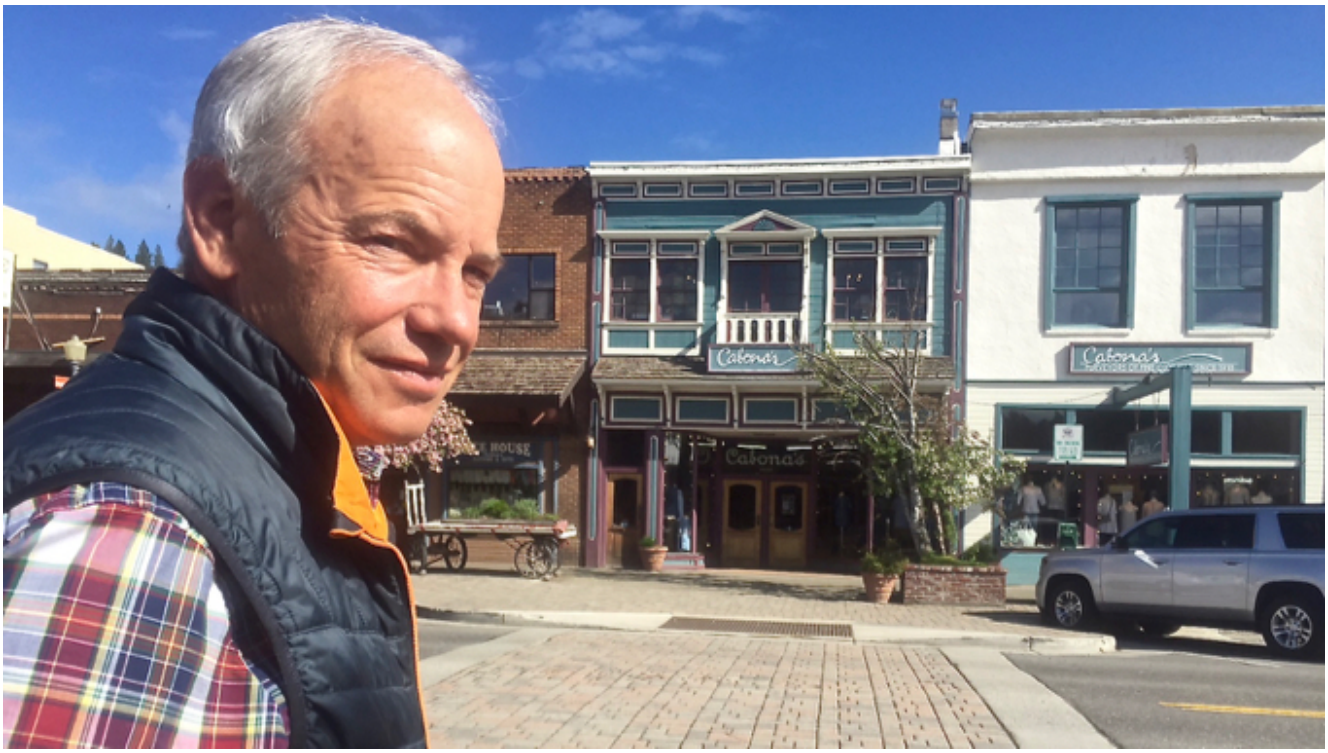
It’s an issue Truckee’s second town manager and first mayor are quite familiar with.

Who would have thought that the wise decision to incorporate and let smaller government pave the way for its own future would have led to such a wagon-train style insurgence from the Bay Area?

“A big change occurred in this community in the 1970s,” said Tony Lashbrook, who recently retired as the town’s manager. He recalled the town’s history over breakfast at the Squeeze Inn with *Lake Tahoe News*, along with 1994’s mayor, Kathleen Eagan. The two hugged and spoke in unison as if they’ve known each other a lifetime.

Lashbrook listed the building of the Tahoe Donner community, one of the largest in the United States with 6,000 lots, as one example of Truckee’s growth potential seen decades ago. Plus, the addition of Northstar ski resort in less than a five-year period essentially placed Truckee on the map, following nearby Squaw Valley’s hosting of the 1960 Winter Olympics.

“Alex (Cushing) was a visionary – eclectic. He may not have had a regional vision, but he had a Squaw vision,” Lashbrook said of Squaw’s founder.



Truckee has had three town managers in 25 years, with Tony Lashbrook No. 2 and recently retired. Photo/Susan Wood

Taking names and taking charge

To Lashbrook, it was up to government with him working in community development at the time to rein in expenses and allocations. All the while, the first priority was taking the resources away from a county that appeared removed at times at understanding the town's character.

"We thought we could do a better job with the same amount of resources," Lashbrook said.

If anything, the idea of a big box store as development represented the catalyst for forming its own town government to service the half permanent population, half transient that still exists today.

In the 1990s, the community saw the writing on the wall as the Tahoe Regional Planning Agency placed its grip on development along the lake.

Truckee stakeholders decided to be proactive and deflect the

building interest while abiding by its longtime citizens' wishes.

"I think we're darn community oriented," Lashbrook said.

To prove that point, the question on the ballot asking to incorporate was followed by a crucial second: "We asked whether to be a town or a city," Lashbrook said. With 72 percent voting in favor of forming its own government, an even larger percentage declared it wanted to be called "a town" – a psychological precursor to how the community folk saw themselves.

Beyond land-use, snow removal and street maintenance were main considerations, along with public safety. Lashbrook chuckled with Eagan as they recalled more police showing up on the roads.

"All of a sudden there were cops everywhere because now they live here," Lashbrook said.

Certainly, pulling away from the county and taking charge of such a large area posed a risk.

"We had a doomsday scenario, but we knew we were all in this together," Eagan said. "We knew we bit off a big part of the hamburger."

When objections and concerns arose, "they were not dismissed," Eagan insisted. "There was minimal backlash that ended in remarkable joy."

The forming town had a financial plan to address costs. And Eagan, being a retired San Francisco banker, worked on the economic study.

Even now, the town conducted much discerning discussion over whether the community of residents and tourists would support five proposed grocery stores within city limits.

Public Works Director Dan Wilkins is proud the town put money into infrastructure at the get-go. Photo/Susan Wood

Progress has a price

As a new town, Truckee hit the ground running in terms of making the infrastructure up to par.

Dan Wilkins, the director of Public Works and town engineer, came on board at just the right time to make a difference 20 years ago. The roads were considered “a disaster,” Wilkins noted.

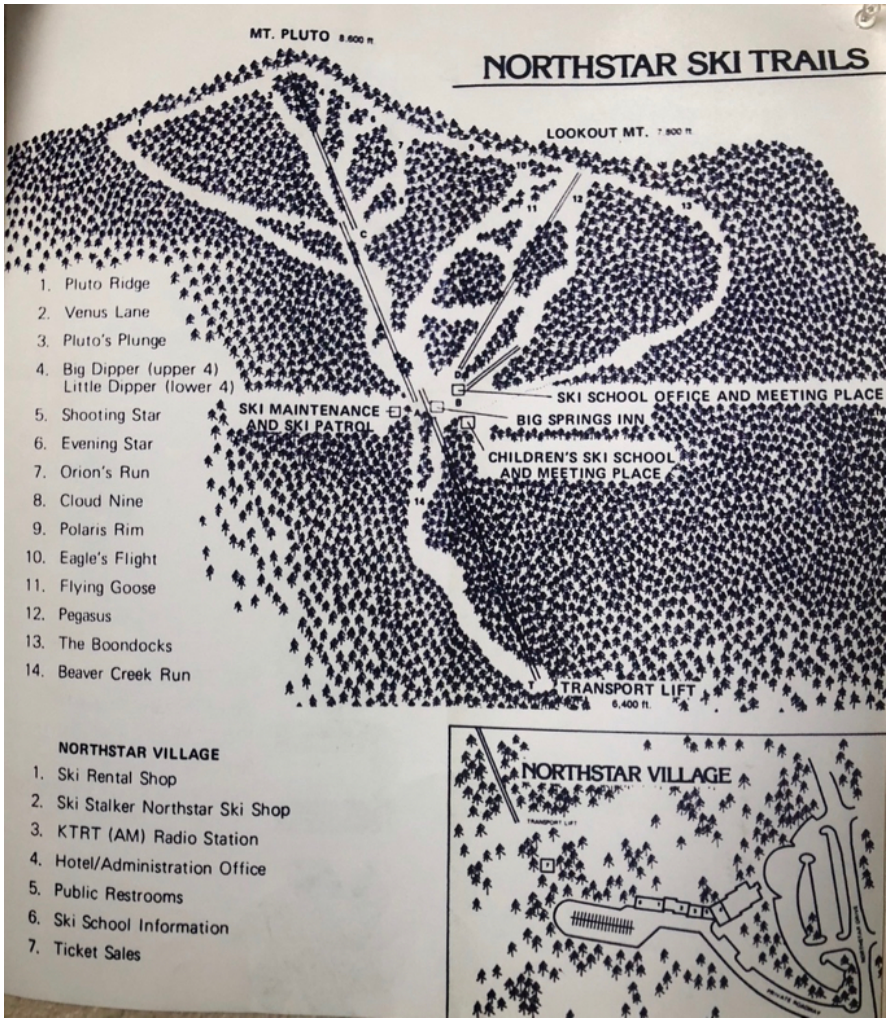
Under his direction, the town government spent the first nine years resurfacing its 160 miles of roadway with $23 million. Forty-four of these miles got Class 2 bike lanes alongside the streets. Roundabouts (wider than most to accommodate snow removal) were installed. Eight were built in 1998 alone. This was a huge feat considering Wilkins figured Public Works moved 10 billion pounds of snow in the phenomenal 2016-17 winter season. The town’s original maintenance yard was purchased under a five-year lease option from the Truckee Sanitation District. Stemming from safety concerns, the local government

teamed up with Caltrans to install a pedestrian tunnel leading into town on Highway 89.

“That was an example of where the town saw a problem and addressed it,” Wilkins said, while walking the bike lane. “It was an accident waiting to happen.”

Paid parking meters were put in at the town’s core as a source of revenue, while beautification projects popped up everywhere. They still do, as the town is taking bids on burying utility lines underground and extending the sidewalk along Donner Pass Road. Public art and monument displays celebrating the town’s whimsical nature and undaunted history were set in roundabouts and on the main historic thoroughfare. Sidewalks replaced the dirt downtown where businesses like Bar of America, Truckee Hotel and Wagon Train Cafe which have served the community for decades remain.

It was a town proud of its own achievement, and the local government rewarded it.



Northstar ski resort has grown since this map in 1972 was made.

A pet project

The mantra was: Our people first. Dan Olsen, who works in Truckee Police Department administration, found it was animals as a close second for him.

Olsen was with the town on Day 1 as an animal control officer, moving over to the new town from Nevada County Animal Control. Now as Truckee's support services manager, he took on the often-difficult task of turning Animal Services into Truckee's "crown jewel."

With good management, the unit moved out of an old, rundown building measuring 1,200 square feet to a new 10,000-square-foot facility on Stevens Lane.

“The cool thing when the town incorporated was that we were able to do as a town what we wanted to do,” Olsen said, commending Lashbrook and the first town manager, Steve Wright, for their undying support for his efforts.

Animal Services has been able to take in stray runaways through the Humane Society of Truckee Tahoe and care for the animals in a humane way. When Olsen started, they had 600 stray. Today, the figure has more than doubled.

The department tracks and manages more effectively with a computer system that makes the job more flexible. Olsen admitted the biggest change he’s seen in 25 years is the use of technology.

“When I first worked here, it was pen and paper. We didn’t even have a phone connection between departments. Now we’re much more connected,” he said, bringing up his program.

A picture of his late, beloved dog Otis popped up on the screen. The 13-year-old yellow Labrador came to work with him every day. Otis had a job in animal control too.

“He helped me catch animals because they’d come running up (to Otis),” Olsen said.

The police staffer shook his head in disbelief that he’s been with the local government for 26 years.

“I’m happy here. This place has brought me nothing but joy. I like the culture. It’s strange to be the last of the original (employees),” he said.

Truckee blends artwork with the practical revenue stream of paid parking. Photo/Susan Wood

It’s all about the history

Imagine if you’re Chaun Mortier.

A former police dispatcher, the Truckee historian celebrates the town milestone with zeal, but deep down, the 25 years represents but a sliver of the past behind her beloved community.

“In the last 25 years, the biggest things to change have been the people and the infrastructure. All that happened is a government agency came into effect,” Mortier said. “There was a concern through this that the town would lose its character.”

She said the pioneering spirit that built the community 155 years ago exemplifies “the heart of Truckee.”

Growth makes that prospect still questionable. Still, Mortier and her fellow history buffs – who took the time for a fireside-type chat with *LTN* during the Truckee-Donner

Historical Society open house recently, commended how the town's leaders have managed to ward off damaging forces.

Mortier reflects fondly on the old days.

She remembers when Truckee residents could ride horses through town. When vehicles replaced horses, people would often drive with their windows down to wave at everybody going by.

"Now I don't know anybody," she said.

Despite the new look spotting the landscape, Truckee residents – permanent and part time – opt for the town to be "a historical destination." Mortier holds onto that declaration.

She cautions the town needs "to be careful" in proceeding with growth. Since incorporating, the physical infrastructure is "a good improvement." But some things she believes are "totally ridiculous" like the many roundabouts installed.

Mortier cites the fine line between progress and preservation as reasons for concerns.

"I understand where it's coming from because people want to be a part of it," she said, agreeing that "people can infiltrate" an area.

The town fathers grappled with the issue when lumber milling declined, and they had to keep the economy buzzing.

Even as far back as the 1890s, these visionary pioneers thought about tourism. The notion held on through the last century.

"People liked coming up for the snow. Alex (Cushing) saw it standing on top of the mountain, and he knew what his dream was," Mortier said.

But unlike other development forces, "he lived here," Mortier added of the Squaw chief.

One of Truckee's attributes is that it is walkable. Photo/Susan Wood

Follow the stars

The stars of the Winter Olympic Games may have come out of Squaw slopes, but the workers of Northstar have ties to the community of Truckee that run deep, despite being part of a Vail, Colo.-based conglomerate.

Maybe Truckee's pioneering family reputation has crossed over into Northstar's family-friendly image.

For Kipp Cooley in lift operations, his family roots come from a name. He was named after the Tahoe Truckee Lumber Company owner's dog, while dad worked there years ago.

"My father loved that dog (Kipp)," he said, while reminiscing in the Northstar Village.

The 39-year-old ski area worker remembered as a teenager how the town reacted when major department stores were knocking on the door of his quaint community.

With the Downtown Merchants Association the driving force of opposition, the town's residents "feared then the rest would come."

While some may argue a ski resort is part of big business, it also brings much-needed dollars into the region. Moreover, those tourists are more inclined to visit a ski town that's charming, Cooley said.

He's an advocate for Truckee to "gently expand."

Tourist families aren't the only ones who feel the richness of the culture. Cooley said the employees at Northstar – which can soar to 1,000 in winter – have become "a very large family." This family of workers frequents the town and loves the outdoors.

"People come here for a reason. They want mountain adventure," he said. Northstar is situated just outside the town boundaries along Highway 267.

Operating under the adage "winter brings them, summer keeps them," Truckee area employees don't necessarily move on beyond Northstar. At least 13 staffers were around during the town's incorporation.

Even when Cooley said his wife longed to return to Los Angeles for a short reprieve, and they did so, the mountain town called them back. Cooley's not budging again.

Amy Kylberg understands this level of commitment.

The 45-year-old commercial leasing agent is responsible for acquisitions in the base area and can't imagine a different life.

This is despite her friends' questioning her judgment moving from Tiburon to Truckee about the time it incorporated. She's worked at Northstar for four years.

"When I moved up here, my friends thought I was insane," she told *Lake Tahoe News*. "There hasn't been one moment I thought the grass is greener."

Now those same friends enjoy visiting.

"I love sharing this place with people," she said.

Kylberg's ties embody more than her own. She has spent many hours in Moody's in downtown Truckee. Her 17-year-old daughter Abigail just "retired" from the hot spot after three years. She started out as a utensil polisher.

"I'm so glad when our kids can appreciate what we have," Kylberg said, while a softness came over her eyes.

And what happens when you stay in a place long enough to develop roots, and your business is about relationships?

"I'm the king of 'I know a guy'," she said of getting resources on cue.

After all, there's no rest for the weary when you manage five homeowner associations and learn early on your destiny rests with your own efforts.

It helps when the people before you have faith. For Kylberg, it's her father. When she told him she's not going to college and wanted to do something outside, he asked: "What are you waiting for?"

This finding a path to one's own destiny may explain how people like Cooley and Kylberg find that Northstar points to a community like Truckee that discovers its own.

Today, Truckee is embarking on a process to update its General

Plan, the blueprint to the town’s vision for future growth.

For more information on the 25th anniversary festivities, go **online**.