

Truckee man reported missing



Eusebio
Nunez

Eusebio Nunez, 49, of Truckee has not been seen since July 25 at 8:30am.

The local business owner was last seen leaving his home that Friday.

Nunez was seen wearing gray dress pants. He is Hispanic, 6-feet tall, weighing 175 pounds, with brown hair and brown eyes. He was driving a gray 2001 Honda CRV, California license plate 7BDN819.

Anyone who may have seen Nunez or his vehicle since July 25 is urged to contact the Placer County Sheriff's Office, at 530.581.6330 or 530.581.6321.

– Lake Tahoe News staff report

Lahontan letters mandate Tahoe Keys Marina owners,

employee comply with permit

By Kathryn Reed

Owners of the Tahoe Keys Marina and the general manager received certified letters this week from the Lahontan Regional Water Quality Control Board putting them on notice that ongoing violations must end.

“The purpose of requiring the technical report from them is to get information from them relating to when the violations will be corrected and get information on why certain issues took a little longer than what may be considered normal to correct,” Eric Taxer with Lahontan told *Lake Tahoe News*.

The offenders have until Sept. 2 to respond to Lahontan in writing.

Letters were sent to Donna and Robert Krilich, Robert Krilich Jr., Jean Merkelbach and Robert Spinnato. The latter is the general manager whom Lahontan has been dealing with. None of them was available for comment.

Some of the issues relate to the July 22 inspection by Lahontan. But state inspectors were back out at the site July 28 only to find things had not been fixed or more issues had come up.

“Typically what we see is dischargers will fix things as expeditiously and practically as they can in a timely manner,” Taxer said.

The Tahoe Keys is not typical.

One thing Taxer observed was spilled anti-freeze on rocks that had not been cleaned up in the last 11 days. When he pointed this out to Spinnato, Spinnato ordered an employee to deal with it immediately.



Mulch has been placed by the CTC on the dirt, while the marina has added rock next to the parking lot driveway.
Photo/LTN

One of the new issues for Lahontan is the illegal grading of vegetation, which is compounded by being so close to Lake Tahoe.

Representatives of the California Tahoe Conservancy were at the marina when Taxer and another Lahontan employee arrived July 28. CTC owns the land. They have placed mulch on the 11,000-square-feet and fiber rolled wattles to act as berms to prevent runoff from reaching the lake. They will be billing the marina for this expense.

The creation of the illegal, unpermitted, unauthorized dirt parking lot on state property is part of Lahontan's latest report on the marina. This agency will be monitoring what goes on at the site.

CTC spokeswoman Victoria Ortiz told *Lake Tahoe News*, "We're still in talks about exactly how it will proceed, but we did receive a letter from TKM indicating their intention to rectify the situation as soon as possible. The fence will be replaced and the property that was graded will be revegetated at their expense in conformance with Conservancy and TRPA requirements."

Julie Regan, spokeswoman with Tahoe Regional Planning Agency,

told *LTN*, “We are still working through our process internally but should have an indication as to whether to pursue a monetary violation within a week. The first priority was to get an approved site restoration plan, which we now have.”

A California Highway Patrol officer was out inspecting the site and taking pictures this week, since it is state property. No one from the local CHP office returned calls.

South Lake Tahoe police officers have submitted a report to the El Dorado County District Attorneys Office for possible prosecution in regards to violating the city’s grading ordinance.

It would be up to the Lahontan board of directors if fines were to be levied against the marina’s owners. They could face a penalty of \$10,000 per day for violating Lahontan’s permit. The sewage pump would fall under that category.

The marina on Aug. 5 said the sewage pump is operational. It was not operating July 28 during Lahontan’s last inspection.

The law is every marina on the California side must provide a working pump every day for vessels to extract their sewage.

Officials with the South Lake Tahoe marina also face a potential civil liability of \$1,000 per day for failing to provide the technical report that is due in early September.

Old-Tahoe torn down for car

parts store



The old garage came down
Aug. 6 Photo/Dave Kurtzman

By Bill Kingman

A South Lake Tahoe icon was razed today.



The old Springmeyer garage.
Photo/Bill Kingman

The landmark Highway 50 frontage from Izzy's Burger Spa up to Lake Tahoe Glass is owned by Marjorie Johnson Springmeyer of Tahoe's pioneer Johnson family.



The old cabin is being relocated. Photo/Dave Kurtzman

The brick-and-frame building was taken down Aug. 6. It will be replaced by an Auto Zone store.

Longtime local Dave Wakeman remembers that the late-Melvin “Buzz” Springmeyer, a World War II fighter pilot, operated his garage and International trucks dealership there from the late 1940s into the 1970s.

Springmeyer and bride, Marjorie, lived in the quaint cottage directly behind it. It was cut in two, but put back together and hauled off-site.

At the right end of the garage was Springmeyer’s service station with two gasoline pumps. This was before Highway 50 was widened in 1957.

More recently, the vacant area between the garage and today’s Lake Tahoe Glass became a self-service Fill-’em Fast gas station operated in the 1970s by Boyett & Son.

A former local business, Harrison Radiator Works, had no building but instead operated on wheels. It regularly parked between Buzz’s garage and the little cottage in back.

Missing Bay Area man may be in Tahoe

A Bay Area man missing since 2010 may have been spotted in South Lake Tahoe this summer.



Jackson Miller

A resident called the South Lake Tahoe Police Department to report having seen a missing person poster displaying Jackson Miller's picture. The caller reported having seen Jackson Miller in South Lake Tahoe on a number of occasions and as recently as mid-July. Although the caller seemed confident, the report currently remains unconfirmed.

Miller, 22, is a voluntarily missing adult from Cupertino. Miller was reported missing by his family four years ago. Soon after he went missing, Miller's car was found in the parking lot of the Golden Gate Bridge. The vehicle contained Miller's wallet and cell phone. The Golden Gate Bridge Authority confirmed that no one jumped from the bridge the night Miller's car was parked there. Video surveillance cameras revealed Miller leaving his vehicle and walking out of the parking area.

At the time of his disappearance, Miller was reported to have been anxious and depressed due to medication withdrawal.

Miller is 5-feet-10-inches tall and weighs 160 pounds. He has brown hair and blue eyes. He may have facial hair at this time.

If anyone is able to confirm Miller's location, call 530.542.6100 or Lake Tahoe Secret Witness at 530.541.6800.

– *Lake Tahoe News staff report*

Fire quickly put out at Tahoe City eatery

A Tahoe City restaurant was closed for a few hours today when a fire started in a light socket.

The fire was reported at 1:23pm Aug. 6 at Rosie's Cafe.

The building was evacuated. There were no injuries.

The restaurant expects to reopen later today.

– *Lake Tahoe News staff report*

Low-flow fixtures costing water customers

By Katherine Shaver, Washington Post

Federally mandated low-flow toilets, shower heads and faucets

are taking a financial toll on the nation's water utilities, leaving customers to make up the shortfall with higher water rates and new fees that have left many paying more for less.

Utility officials say they understand that charging more for water because demand has dropped might seem to violate a basic premise of Economics 101. But utilities that generally charge by the number of gallons used are beginning to feel the financial pinch of 20 years of environmentally friendly fixtures and appliances, as older bathrooms and kitchens have been remodeled, utility experts say.

Federal laws aimed at conserving water limit toilets that once needed up to seven gallons per flush to 1.6 gallons. Shower heads that spewed up to eight gallons per minute are being replaced with sprays of about 2.5 gallons.

Read the whole story

S. Lake Tahoe gives up on commercial air service

By Kathryn Reed

Lake Tahoe Airport will not have commercial service – at least for the indefinite future.

That was the unanimous decision of the South Lake Tahoe City Council on Aug. 5.

Michael Hotaling, the consultant putting the airport master plan together, essentially gave the council an ultimatum – commercial or general aviation airport? This is so his people can be more focused in their approach as they put together the

document.

South Lake Tahoe has not had commercial air service since 2000.



Planes of all sizes use Lake Tahoe Airport. Photo/LTN file

Hotaling made a case for how difficult it would be for this airport to attract commercial service again. The industry isn't what it was. Airlines have been consolidated. They are all about having planes at least 85 percent full because it isn't until they are at 75 percent capacity that they make a profit.

He pointed out that an airport like Mammoth could attract commercial service because of a \$2 million annual subsidy, as well as Los Angeles International Airport being several hours away.

Lake Tahoe is an hour from the Reno airport. And as Pat Ronan, owner of Lakeshore Lodge and Spa, said, when Interstate 580 in Nevada extends farther into Carson City, it will cut another 10 minutes off the drive between Reno and South Lake Tahoe. Driving less than hour is a psychological threshold, he implied.

Three people spoke at Tuesday's council meeting in regards to the airport. All favor the focus being on general aviation.

But this does not mean big planes won't fly into the airport. The airport still has FAA clearance for large planes like a 737 to land. It could also mean a Gulf Stream V landing.

Planes of significant size are a regular sight during the American Century Championship golf tournament.

And these days it's not unusual for people to have fractional ownership of sizeable aircraft. And the GA designation does not stop commuter flights.

Keeping the 139 certificate from the FAA will allow flexibility for the airport. While it costs the city \$75,000 a year to comply with the 139 regulations, it potentially pays for itself because there are pilots who won't land without that designation. And with it, it could be easier for the airport to contemplate commercial service in the future.

But Hotaling explained how the narrowness of the runways could present a future conundrum if the city were to try to attract commercial service. There isn't the width needed per FAA standards. And to create it would potentially be an environmental nightmare.

An issue raised at many meetings about the airport is whether it is a financial burden or benefit. Hotaling recommended the city do an economic study to find the answer. The council agreed to do just that.

In other action:

- Several people spoke about the inadequacies of the city when it comes to enforcing various codes. Vacation rentals were the primary target of angst. It was agreed that at a future meeting the enforcement aspect of vacation rentals would be addressed.
- On Aug. 12 at 5:30pm city staff and recreation commissioners will be at Regan Beach gathering input from people about what they would like to see improved

at the beachfront.

Ex-South Lake Tahoe employee loses lawsuit

The South Lake Tahoe City Council on Aug. 5 agreed to a settlement with a former employee who had sued the city.

Stan Sherer was the Community Services director from January 2011 to July 2012. He was hired by then City Manager Tony O'Rourke and fired by City Manager Nancy Kerry.



Stan Sherer

In his lawsuit filed in February 2013 he alleged wrongful termination and age discrimination.

The settlement finds that city did not wrongfully terminate Sherer. The city will pay nothing to Sherer, including attorney's fees.

The agreement says, "(the city) expressly waive(s) any claim for recovery of said cost, expenses and attorneys' fees for Sherer in exchange for Sherer's agreement to dismiss the complaint with prejudice."

Sherer was not available for comment.

Tahoe Queen returns to Ski Run Marina



The Tahoe Queen was dislodged from a sandbar Aug. 5. Photo/DanThriftPhotography.com

Updated Aug. 5 10:58pm

By Kathryn Reed

The Tahoe Queen returned to Ski Run Marina more than 24 hours after hitting a sandbar on Monday.

The paddle-wheeler ran aground Aug. 4 not long after it left Ski Run Marina for an afternoon scenic tour to Emerald Bay. Instead of a leisurely sightseeing cruise, the 250-plus passengers were stuck off Regan Beach in South Lake Tahoe for several hours before rescue boats were called to ferry them back to the marina.

The U.S. Coast Guard, which has a station in Tahoe City, is in charge of the incident. The local office referred questions to an official in San Francisco who did not return a phone call.

Dave Freirich, spokesman for Aramark – the company that owns the Queen – told *Lake Tahoe News*, “We are still working with the Coast Guard to free the Queen from the sandbar. When it is safe to transport her to the marina, we will determine if any damage needs to be repaired.” This was two hours before she was back in her home port.

It is not known if the boat sustained any damage.

People who have reservations on the Queen are being rebooked on the M.S. Dixie II, which runs out of Zephyr Cove.



Passengers of the Tahoe Queen were given life jackets to wear on rescue boats; including a child having to wear an adult jacket. Photo/Pedro Martinez

Freirich said company officials don't recall any other time when an incident like this occurred at Lake Tahoe.

He said the initial delay in calling for help was to give the boat a chance to see if “maneuvers” and other vessels could help dislodge it from the sandbar.

“It was very unorganized. No one took control of anything and no one provided any type of emergency plan and there was no

one to maintain order. The crew kept working serving drinks and charging credit cards,” Pedro Martinez of Los Angeles told *Lake Tahoe News*. “The elderly folks were really scared and some started to almost panic. It was a little intense since it appeared that everything was escalating into a more serious situation than what it first appeared. I began to get concerned thinking that people were going to panic and rush and stampede the exits. I was scared for my children and almost wanted to take charge and direct the crowd since no one was taking charge.”

Aramark officials did not have information on what the official protocols are for such an emergency.

Nevada proposes ‘Right to Try’ drug law

By Sean Whaley, Las Vegas Review-Journal

CARSON CITY – A state lawmaker says Nevadans facing terminal illness should have every opportunity to try experimental treatments and drugs in an effort to prolong their lives for themselves and their families.

To that end, Assemblyman James Ohrenschall, D-Las Vegas, has asked for a bill to establish a “Right to Try” law in Nevada, making it easier for those threatened with a life-ending illness to seek potential remedies that have not received final approval from the Federal Drug Administration.

If successful, Nevada would join several other states adopting such legislation, including Colorado in May and Missouri last month. A right to try law is on the November ballot in

Arizona.

Ohrenschall said he was asked to request the bill by a constituent. He is basing his measure on model legislation crafted by the Arizona-based Goldwater Institute, a template that has been used by other states as well.

The right to try law would enable terminally ill patients under the care of their doctors and cooperating drug companies to receive potentially life-saving medications that have been deemed safe by the FDA but are still years away from being approved for market.

Read the whole story