

**From:** [Aaron](#)  
**To:** [Marja Ambler](#)  
**Subject:** Comment for April 26-27 Governing Board Meeting  
**Date:** Tuesday, April 25, 2023 9:02:22 PM

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Dear Marja Ambler,

Please include my comments on record and disseminate as appropriate.

Public Interest Comment:

I was reading the transcript of the Incline Village forum, where Jeff Cowen made the comment that TRPA clearly supports the area plan amendments, specifically "town-center redevelopment that brings in environmental improvements". This does not align with anyone I have spoken to from my community. Our community cares about the environment, the local economy, and the health of both locals and visitors. The data also does not support the area plan amendments. How can you call a new construction with BMPs an improvement over a lot or area that is covered by grass and trees? How can you say increasing density further beyond thresholds is an improvement to the environment? Our community shares in the goal of wanting affordable housing, but none agree with this proposed strategy to achieve this goal - in fact, the only ones that really support the changes are the developers and their narrow focus on profit and lack of systems thinking. This narrow mindedness is a detriment healthy economics and environmental community health. For TRPA to support these amendments demonstrates their intention to focus on the needs of developers one by one in a silo, ignores the people they represent and fails to uphold its mandated thresholds and commitment to protecting Lake Tahoe!

Comment for Agenda No. VII.A Waldorf Astoria:

I have grave concerns over this development. Apparently the traffic studies related to this project are extremely faulty. They don't use real world data. I also don't understand how more luxury rental units is at all helpful to a balanced economy. Personally, my aunt was just wanting to come visit me and stay at the Tahoe Biltmore. I had to sadly tell her that that affordable option to stay there no longer exists. There isn't a whole lot of options for my friends and family to stay when it comes to normal hotel rooms. We certainly do NOT want to contribute to the short-term rental market. We don't want to contribute to this luxury market either. Our ethical framework does not want to contribute to large corporations that are the detriment to a healthy economy, healthy environment, and healthy community.

There are so many large projects, all luxury orientated, at the front door of TRPA, something needs to be done about this! TRPA needs to revisit the bigger picture here for the thresholds they are mandated to uphold; and not just act as a building department sign-off. TRPA is a unique agency in this country, and it should just as uniquely contribute to strong world leadership in addressing regional carrying capacity. Please consider deeply the question, "Are people destroying the very things they seek?"

Sincerely,  
Aaron Vanderpool  
Incline Village

**From:** [Ann Nichols](#)  
**To:** [Marja Ambler](#); [Julie Regan](#); [John Marshall](#)  
**Subject:** Walt/Boulder Bay Traffic Comments-Marja please distribute to Governing Board  
**Date:** Tuesday, April 25, 2023 8:39:05 PM  
**Attachments:** [0001-2023-01.02.pdf](#)

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**From:** Ann Nichols <preserve@ntpac.org>  
**Date:** April 25, 2023 at 8:20:47 PM PDT  
**To:** Ann Nichols <preserve@ntpac.org>  
**Subject: Walt/Boulder Bay Traffic Comments**

MAT Engineering  
registered professional traffic engineer

Governing Board,

Please seriously consider the attached comments on Walt/Boulder Bay traffic.  
Project approval should be withheld until a complete and valid traffic study, including cumulative impacts is provided.

Thank you  
Ann Nichols



April 25, 2023

Ms. Ann Nichols  
NORTH TAHOE PRESERVATION ALLIANCE  
P.O. Box 4  
Crystal Bay, Nevada 89402

**Subject: Waldorf Astoria Lake Tahoe Transportation Impact Study Peer Review**

Dear Ms. Nichols,

MAT Engineering, Inc. has conducted a review of the *Waldorf Astoria Lake Tahoe Transportation Impact Study (LSC Transportation Consultants, March 23, 2023)* and provides the following comments. The transportation analysis is prepared to assess the potential traffic impacts associated with the proposed development of the Tahoe Biltmore Lodge and Casino area located in Crystal Bay, Nevada.

The proposed project (Waldorf Astoria Lake Tahoe or "WALT") is planned to construct 191 lodging and residential units, a 10,000 square-foot casino, restaurants, retail uses, and associated amenities.

1. **Existing Traffic Volumes:** The Baseline Scenario of the analysis and report assumes addition of the trips associated with the existing Biltmore use. Exhibit 3 in the study shows the Existing with Baseline Biltmore conditions traffic volumes. It is recommended an exhibit be added to the report that shows the existing (collected) traffic data at the study intersections and also the trips of the Biltmore assumed at the study intersections.

Please include data on hourly variation of traffic volumes for the study area to show how the analysis time periods were selected.

2. **Project Trip Generation:** The analysis assumes the hotel-related uses to be covered under the ITE hotel trip generation rates as amenities to the hotel. Typically, as general industry practice, the trip generation of hotel amenities are sometimes required to be calculated separately from the hotel use. In cases where the restaurants and other amenities such as spa, retail, meeting rooms, etc. can be expected to be an attraction for public patrons and non-hotel guests, the trip generation of those uses is calculated separately and added to the hotel use. Land uses such as restaurants and bars can especially draw patrons from the outside.

In some cases, an internal interaction and trip capture between the uses can be assumed. Otherwise, the trip generation as well as the project parking demand can be underestimated.

***Since trip generation is the main foundation of determining future traffic conditions and potential project impacts, an underestimation of the trips can result in underestimation of the traffic conditions and potential project impacts.***

The analysis appears to utilize an internal trip generation reduction of 34 percent and up to 55 percent for some land uses plus an additional non-auto mode trip reduction of 9 to 34 percent. An additional pass-by trip reduction is also applied to the restaurant uses. This appears to be a significant overall reduction of the project trips in the project trip generation analysis.

The internal trip adjustment of the site can be significantly affected by the dynamics of the site and the land uses. If the site is planned to include some uses that become and successful land mark and attraction, a larger number of its trips can be non-internal.

Additionally, When calculating internal interaction of trips between uses, the trips need to balance out. For example, if a hotel generates 500 trips and a retail use on the site generates 50 trips, an over adjustment of 20 percent would translate to 100 hotel trips and 10 retail trips (90 trips short of the hotel reduction). In such case, the controlling factor is the 10 retail trips that can be applied.

Non-auto trips for hotel uses might not be feasible since hotel guests in many cases arrive with luggage.

It appears there is available data on the trip generation of the existing Biltmore site. Does that data include information on the amount of internal trips or pass-by that can be applied to the trip generation of the proposed project instead of ITE-based adjustments?

The comment is based on MAT Engineering Inc. staff's experience in preparation of traffic studies for numerous hotels, resorts, and casinos.

3. **Baseline Conditions:** The analysis assumes full operation of the existing Biltmore as the baseline traffic conditions. Since the Biltmore has been closed for some time, can the Biltmore traffic be included in the baseline conditions and as a comparison to evaluate traffic conditions for the proposed project?
4. **Background Traffic:** Please clarify if there are there are other cumulative/background projects near the study are that can affect the traffic conditions and have they been accounted for in the future year analysis?

In addition to the changes in the background traffic volumes since the baseline conditions utilized in the traffic study, the transportation network has also been significantly changed. In the past years, roadway segment capacities have been reduced from four lanes to two lanes,

two roundabouts have been implemented, resulting in even longer vehicular queues that have been reported to extend for a mile or longer. Implementation of crossing guards for pedestrian traffic, has further extended the queues. With adding more trips, the proposed project would result in even longer queues and delay times.

5. **Study Area:** When preparing a transportation analysis, the study area is generally determined based on the magnitude of the project trips. If the project trip generation needs to be readjusted based on Comment 2, the study area might need to expand to include other intersections.

The study area should typically also include any nearby intersections that are currently experiencing long delays and queues.

6. **Level of Service Standards:** The report lists a number of jurisdictions and their respective level of service standard of operations. Please clarify what level of service standard is utilized for the analysis.
7. **Level of Service and Vehicle Queue Analysis:** Based on information provided by the local residents, some intersections have been reported to have extensive queues. Please clarify if the traffic analysis includes calibration of the results to reflect existing conditions.

Does the analysis utilize existing traffic signal timing? Use of optimized traffic signal timing can result in better than field conditions level of service results.

Please include a table showing the results of the queue analysis performed.

The level of service analysis should potentially be revisited based on items from Comment 2.

MAT Engineering Inc., appreciates the opportunity to provide this review letter. If you have any questions, please contact us at 949-344-1828 or [at@matengineering.com](mailto:at@matengineering.com).

Respectfully submitted,  
MAT ENGINEERING, INC.



Alex Tabrizi, PE, TE  
President



**From:** [Scott Carey](#)  
**To:** [Marja Ambler](#)  
**Subject:** Public Comment-NTRPA Comments on CEPP2014-0138-01  
**Date:** Tuesday, April 25, 2023 4:29:49 PM  
**Attachments:** [image008.png](#)  
[NTRPA Letter.pdf](#)

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Marja,

On behalf of the Nevada Tahoe Regional Planning Agency (NTRPA), I would like to submit the attached letter from Executive Officer Charlie Donohue providing the agency's comments regarding CEPP2014-0138-01, the Waldorf Astoria project located in Crystal Bay on tomorrow's agenda.

In 2008, the NTRPA Governing Board reviewed and approved a request to relocate and modify the structure housing gaming located on the subject site under consideration by the TRPA Governing Board. In its approval of this request the Governing Board did not modify or reduce any gaming space for this project.

From reviewing the staff report, it is the NTRPA's understanding that the TRPA is proposing a condition of approval that requires the permittee to permanently retire 9,914 sq ft of the total certified gaming area. In accordance with the Tahoe Regional Planning Compact any permanent reduction, modification, or retirement of the certified gaming area would require the review and approval of the NTRPA Governing Board. The NTRPA recommends the following condition of approval be added to the draft permit for CEPP2014-0138-01.

"Prior to acknowledgement, the Permittee shall obtain the approval from the Nevada Tahoe Regional Planning Agency for the modification or retirement of any gaming area identified in this permit."

The NTRPA appreciates the TRPA Governing Board's consideration of this additional condition of approval to ensure compliance with the Tahoe Regional Planning Compact. If you have any questions or need any additional information concerning these comments please feel free to contact me.

Thank You,

Scott H. Carey, AICP  
State Lands Planner  
Nevada Division of State Lands  
Department of Conservation and Natural Resources  
901 S. Stewart Street, Suite 5003  
Carson City, NV 89701  
[scarey@lands.nv.gov](mailto:scarey@lands.nv.gov)  
(O) 775-684-2723 | (F) 775-684-2721



STATE OF NEVADA

# Nevada Tahoe Regional Planning Agency

901 S. Stewart St. Suite 5003  
Carson City, Nevada 89701-5246  
Phone (775) 684-2720  
Fax (775) 684-2721

April 26, 2023

Tahoe Regional Planning Agency  
128 Market Street  
Stateline, NV 89449

Chair Gustafson and Members of the TRPA Governing Board,

RE: Public Hearing for TRPA File Number CEPP2014-0138-01

I am writing this letter on behalf of the Nevada Tahoe Regional Planning Agency (NTRPA) to provide input on CEPP2014-0138-01, the Waldorf Astoria project located in Crystal Bay.

On December 11, 2008, the NTRPA Governing Board reviewed and approved a request to relocate and modify the structure housing gaming located on the subject site under consideration by the TRPA Governing Board today. In its approval to relocate the gaming use, the NTRPA Governing Board recognized that "there is no requirement in the reduction of gaming space for this project or any other project and that this does not set a precedent for future projects within the basin on the Nevada side and that future changes to the gaming space for this particular project would come back for approval of this Board."

In accordance with the NTRPA Governing Board's action, the 29,744 sq ft of certified gaming area on the subject is still active on this site and has not been modified or retired. Furthermore, in accordance with the Tahoe Regional Planning Compact any permanent reduction, modification, or retirement of the certified gaming area would require the review and approval of the NTRPA Governing Board.

From reviewing the staff report for CEPP2014-0138-01, it is the NTRPA's understanding that the TRPA is proposing a condition of approval that requires the permittee to permanently retire 9,914 sq ft of the total certified gaming area within the project area as required by the Third Amendment to Settlement Agreement Regarding Tahoe Mariner and Boulder Bay Project.

The NTRPA was not a party to the Third Amendment to Settlement Agreement Regarding Tahoe Mariner and Boulder Bay Project. As such, the modification or retirement of any gaming area on the subject site will need to be reviewed by the NTRPA Governing Board. Additionally, the NTRPA Governing Board's approval is

required prior to the conversation or banking of any previous NTRPA certified base data on the subject site. The NTRPA recommends the following condition of approval be added to the draft permit for CEPP2014-0138-01.

***“Prior to acknowledgement, the Permittee shall obtain the approval from the Nevada Tahoe Regional Planning Agency for the modification or retirement of any gaming area identified in this permit.”***

The NTRPA appreciates the TRPA Governing Board’s consideration of this additional condition of approval to ensure compliance with the Tahoe Regional Planning Compact. If you have any questions or need any additional information concerning the Nevada Tahoe Regional Planning Agency, please contact Scott Carey at 775-684-2723 or at [scarey@lands.nv.gov](mailto:scarey@lands.nv.gov).

Sincerely,



Charlie Donohue  
Executive Officer  
Nevada Tahoe Regional Planning Agency



**From:** [Charlie Solt](#)  
**To:** [Marja Ambler](#)  
**Subject:** [BULK] BOULDER BAY  
**Date:** Tuesday, April 25, 2023 6:08:26 PM

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Marja, the TRPA is doing a disservice to Crystal Bay, Brockway, Boulder Bay, Prosper Hotel, and all who visit North Lake Tahoe by approving this project without addressing the worsening traffic gridlock guaranteed from this project. Residents and visitors to Boulder Bay will not be able to get in or out of the complex during daylight hours from June thru September. Emergency personnel will not be able to get to emergencies. The current traffic infrastructure will just not accommodate the growth. This issue should be resolved before the approval, not after the project is completed. Nor should the completed project be the justification for developing four lane highways thru North Shore eventually destroying the unique character of this historic community.

**From:** [Craig Lemons](#)  
**To:** [Debbie Rosell](#); [ELAINE BANKS](#); [G. Edward Rudloff, Jr](#); [John Williamson](#); [Marja Ambler](#)  
**Cc:** [Allan](#); [Jim Pace](#); [JoAnn Cassas](#); [Linda](#); [Ryan Johnston](#); [Shane Kraus](#); [Todd Renwick](#); [tamara.brown@faircom.com](mailto:tamara.brown@faircom.com)  
**Subject:** Comments on Boulder Bay  
**Date:** Tuesday, April 25, 2023 7:23:51 PM

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Good evening,

My family has owned property in Kings Beach since the 1970s. I currently own a home there right now.

The proposed Boulder Bay development and other developments in the North Shore are too much for the infrastructure at Lake Tahoe to handle

I am a skier and have been shocked, disappointed and disgusted at the back up of traffic this past winter

Please consider this when you think about approving this development or other developments in North Shore

They will only add to the congestion and problems we are already facing

I can't imagine what would happen and how panicked people would be if we were to have a fire and there were gridlock like I've seen in the winter months caused by the traffic jam going to the ski resorts

My understanding is the original BB development was approved many many years ago and this new development has had numerous changes which have increased density, and have not been taken into account

I am absolutely 100% against this current plan. I know many many people who are also against it. Please do not approve this

Thank you very much  
Craig Lemons

**From:** [G Keester](#)  
**To:** [Marja Ambler](#)  
**Subject:** Boulder bay  
**Date:** Tuesday, April 25, 2023 3:28:45 PM

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I am a long time resident of Incline Village (25 yrs) and have seen a lot of war mongering in that time. I urge you to vote against the BB project until an honest understanding of the total traffic impact is understood. It appears to me that each development is being looked at as a one off and as you know the 2 lanes that are there will not support the multiple developments as proposed .

Please vote no on this one.

Thanks

Greg

**From:** [Gail Kennedy](#)  
**To:** [Marja Ambler](#)  
**Subject:** Boulder Bay  
**Date:** Tuesday, April 25, 2023 5:07:30 PM

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Dear TRPA:

I am writing to ask you to reject this development, as Lake Tahoe is overdeveloped at present and the roads cannot continue to handle more and more vehicle traffic.

Respectfully,

Tim Barabe  
17 Beach Club Drive  
Stateline, NV 89449

Sent from my iPad

**From:** [TRPA](#)  
**To:** [Paul Nielsen](#); [Marja Ambler](#)  
**Subject:** Fw: WALT/Boulder Bay Project  
**Date:** Tuesday, April 25, 2023 6:44:10 PM

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Hi Paul and Marja,

Below is a public comment for the Boulder Bay project in the GB meeting tomorrow.

Best,  
TRPA Staff

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**From:** Jim Foley <jim@jimfoley.com>  
**Sent:** Tuesday, April 25, 2023 5:55 PM  
**To:** TRPA <trpa@trpa.gov>  
**Subject:** WALT/Boulder Bay Project

### **WALT/Boulder Bay Project**

I have believed for many years that TRPA's purpose and mission was to preserve Lake Tahoe and save Tahoe's beauty for future generations to enjoy. Have I been mis-informed? I have been part of Tahoe for all of my 76+ years and everything here keeps being over-developed and destroyed.

Apparently TRPA has decided that the way to enforce completion of water quality improvements (BMPs) by commercial owners was to incentivize large development projects with extra height, density and coverage. CEPP didn't work. It's 12 years later and the Boulder Bay water quality improvements are still unfinished. Water has been running off the site for years. The site is a dilapidated eyesore with holes in the roof windows and missing doors. The previous owner built 18 multimillion dollar condominiums and then sold the entire site to EKN development. The original plan was approved by Governing Board in 2011. At that hearing two members of Governing Board voted against approval. TRPA should never have approved the project since it went from the existing build out of 120,000 square feet to the proposal of as much as 800,000 square feet, yet the original developer claimed the new project would reduce traffic based on a faulty 2006 traffic baseline.

For years the actual baseline traffic of the site has been nil. The project's own traffic study states the project will create 2880 vehicle trips each day. Although repeatedly asked, EKN has refused to disclose the population of the revised

project.

The project owners have tried to eliminate the 4th access out of upper Crystal Bay numerous times. The community has spent thousands to maintain the 4th exit.

Now the WALT project has substantially changed. It's still the same basic build out (800k sf), just less units. The units are larger and building up to 2' higher. Some units are over 5k sf. The access to the site has significantly changed with a drop off point on upper lakeview and the elimination of access on SR 28 and exit on Stateline Rd. Representatives of our group have had numerous meetings with EKN and the County with no agreement on cut through issues for the residential neighborhood of upper Crystal Bay.

Where is the basin wide evacuation plan that covers the millions of visitors and locals when the next wildfire or other emergency occurs? Where is the cumulative impact of the numerous (12 large) projects approved or under review. Cal-Neva, Tahoe Inn, 39 Degrees, Ferrari/Laulima, Martis Valley West, Neptune Investments, Alpine View Estates, Boatworks Redevelopment, Tahoe City Lodge, Homwood, and Palisades?

<https://www.youtube.com/watch?v=WKzPL-EwEUw>

Has TRPA been compromised and sold out to these developers and other special interests that really don't give a damn about Tahoe?

***Thanks,***

***Jim Foley***

***(408) 777-9917***

[www.jimfoley.com](http://www.jimfoley.com)

**From:** [Tahoe 72](#)  
**To:** [Marja Ambler](#)  
**Subject:** Boulder Bay project  
**Date:** Tuesday, April 25, 2023 5:02:32 PM

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Please share with the TRPA board.

I strongly oppose this massive development at North Tahoe. It had been poorly thought out, is based on very old embodiments data, and will degrade both quality of life and the Tahoe environment further.

John Burnham  
9853 Dip St., Kings Beach, Ca 94163

Sent from my Verizon, Samsung Galaxy smartphone  
Get [Outlook for Android](#)

**From:** [Joyce Anacker](#)  
**To:** [Marja Ambler](#)  
**Subject:** Boulder Bay project  
**Date:** Tuesday, April 25, 2023 7:45:14 PM

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This project should NOT be approved at this time.

-traffic

-fire, emergency egress

-square footage

-height

-unsightliness

-turning nature into urban landscape

V/r,

Dr. Joyce Anacker

4870 Mountainshyre Rd

Reno, NV 89519

Sent from my iPhone



**From:** [kathie julian](#)  
**To:** [Cindy.Gustafson](#); [Hayley Williamson](#); [Shelly Aldean](#); [Francisco Aguilar](#); [Ashley Conrad-Saydah](#); [jdiss.trpa@gmail.com](#); [Belinda Faustinos](#); [John Friedrich](#); [Bud Hicks](#); [Alexis Hill](#); [Vince Hoenigman](#); [James Settelmeyer](#); [Brooke Laine](#); [Wesley Rice](#); [Julie Regan](#); [John Marshall](#); [Paul Nielsen](#)  
**Cc:** [Marja Ambler](#)  
**Subject:** Waldorf Project - Comment on Agenda Item VII. A  
**Date:** Tuesday, April 25, 2023 4:07:23 PM

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Dear Board Members:

I am a full-time resident of Incline Village and concerned citizen. While I support the redevelopment of the old Tahoe Biltmore property, please consider the following concerns and suggestions to improve the Waldorf Astoria proposal.

**Traffic Study.** It is concerning that the EKN-commissioned traffic study did not consider the increase in traffic along SR28 that the project will bring as compared to the current baseline of traffic counts. Using “Baseline Biltmore” — traffic counts as if the 2006 Tahoe Biltmore resort were functioning today — may be acceptable to TRPA for purposes of securing this permit, but that analysis does nothing to inform TRPA or our community as to the impact the Waldorf Astoria development will have on our current traffic counts. If we do not have a solid grasp on that impact, how can we address the challenge this development will bring to North Tahoe traffic flows? I encourage the developer, TRPA and Washoe/Placer Counties to conduct such a traffic study to inform traffic management and wildfire evacuation plans.

**Wildfire Evacuation.** The staff report is silent on this concern. The conditions of approval simply reference employee and guest evacuation in event of a catastrophic event at the facility. I encourage TRPA to include as a condition the need for a study and action plan (coordinated with Washoe/Placer counties) to address the impact of this project on wildfire evacuation from North Tahoe. Note that the recently approved Washoe County Evacuation, Sheltering and Mass Care Plan dated July 2022 draws only on census data and assumes only 8,669 persons to be evacuated from Incline Village/Crystal Bay in 3,842 vehicles. The Washoe County plan ignores tourism — daily visitors and overnight guests — in their count of persons and vehicles to be evacuated. Going forward with the Waldorf project without considering the implications for wildfire evacuation is a worrisome precedent.

**Employee Housing.** The Waldorf project will locate some 10 infill affordable housing units, presumably for their workforce. Of concern is that these units may be acquired from the existing inventory of workforce housing available to the workforces in Kings Beach or Incline Village. I encourage TRPA to include as a condition that these 10 affordable housing units be additive to the inventory of workforce housing. It would be unfortunate if this Waldorf development merely exacerbates the employee housing problem for smaller businesses in our North Tahoe Communities.

Thank you.

Kathie M. Julian

PO Box 5477  
Incline Village, NV 89450  
E-mail: [kathiejulian@gmail.com](mailto:kathiejulian@gmail.com)

**From:** [larry schluer](#)  
**To:** [Marja Ambler](#)  
**Subject:** Development?  
**Date:** Tuesday, April 25, 2023 8:08:47 PM

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Dear Maria Ambler,

As a homeowner for almost fifty years, a summer resident from 1952 to 1975 and having lived through a moratorium years ago it's easy to see we are at the same crossroads. You will be derelict in your duties if you and Placer County continue on the extreme path of development you are on around Lake Tahoe. Until you solve the evacuation problem other than shelter in place, I see no other option than to begin a moratorium on building until this issue is resolved. You are going to be facing extreme resistance from residents that will not stand for what you are doing. There's no doubt in my mind this will end up in court.

Concerned resident,  
Larry Schluer  
Meeks Bay

Sent from my iPad

**From:** [liz penniman](#)  
**To:** [Marja Ambler](#)  
**Subject:** WALT/Boulder Bay Project  
**Date:** Tuesday, April 25, 2023 5:43:55 PM

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Dear Ms. Ambler,

Please disseminate the following comments to the TRPA Governing Board:

I request that the TRPA does not approve the Boulder Bay proposal.

TRPA decided that the way to enforce completion of water quality improvements (BMPs) by commercial owners was to incentivize large development projects with extra height, density and coverage. CEPP didn't work. It's 12 years later and the Boulder Bay water quality improvements are still unfinished. Water has been running off the site for years. The site is a dilapidated eyesore with holes in the roof windows and missing doors. The previous owner built 18 multimillion dollar condominiums and then sold the entire site to EKN development. The original plan was approved by Governing Board in 2011. At that hearing two members of Governing Board voted against approval. TRPA should never have approved the project since it went from the existing build out of 120,000 square feet to the proposal of as much as 800,000 square feet, yet the original developer claimed the new project would reduce traffic based on a faulty 2006 traffic baseline. For years the actual baseline traffic of the site has been nil. The project's own traffic study states the project will create 2880 vehicle trips each day. Although repeatedly asked, EKN has refused to disclose the population of the revised project.

The project owners have tried to eliminate the 4<sup>th</sup> access out of upper Crystal Bay numerous times. The community has spent thousands to maintain the 4<sup>th</sup> exit.

Now the WALT project has substantially changed. It's still the same basic build out (800k sf), just less units. The units are larger and building up to 2' higher. Some units are over 5k sf. The access to the site has significantly changed with a drop off point on upper lakeview and the elimination of access on SR 28 and exit on Stateline Rd. Representatives of our group have had numerous meetings with EKN and the County with no agreement on cut through issues for the residential neighborhood of upper Crystal Bay.

Where is the basin wide evacuation plan that covers the millions of visitors and locals when the next wildfire or other emergency occurs? Where is the cumulative impact of the numerous (12 large) projects approved or under review. Cal-Neva, Tahoe Inn, 39 Degrees, Ferrari/Laulima, Martis Valley West, Neptune Investments, Alpine View Estates, Boatworks Redevelopment, Tahoe City Lodge, Homewood, and Palisades?

Liz Penniman, Kings Beach resident

**From:** [Pamela Tsigdinos](#)  
**To:** [Marja Ambler](#)  
**Subject:** Public Comment: Opposition to Agenda No. VII.A Waldorf Astoria  
**Date:** Tuesday, April 25, 2023 5:24:42 PM

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Dear Marja,

Please include the following public comment in opposition to the Waldorf Astoria project as submitted to TRPA Governing Board — agenda item VII.A Waldorf Astoria on tomorrow's TRPA Governing Board Meeting packet. Please confirm. Thank you, Pamela

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It's important for the current Governing Board members to know that the proposed Crystal Bay Waldorf Astoria project before you today is piggybacking off of a redevelopment proposal first submitted in 2008 —15 years ago. Furthermore, the original project was based on a traffic report done in 2006. It doesn't take a rocket scientist to know that there are far more people residing in and visiting North Lake Tahoe than there were 17 years ago.

When this project permit, originally called Boulder Bay, was granted in 2011, it was not completed. However, when the property was resold to EKN in 2021, the new developer took possession of the 2011 permit and is now acting like they are doing the community a favor by making fewer but larger units. However when repeatedly asked, EKN has refused to disclose the population of the revised project.

What we do know is that it will be a very large resort with nearly 300 hundred rooms for rent, a very large casino, 59 condos and 14 employee housing units over 16+ acres.

This is not the only major development project in the pipeline in North Lake Tahoe and around the Lake, yet TRPA is treating each project as if each project is being evaluated and approved in a vacuum. There are some 55,000 Tahoe Basin residents and a minimum of 15 million visitors and many millions more, but we don't have an actual hard updated number because TRPA refuses to expend resources on an actual Basin wide traffic analysis. If I had to hazard a guess, I would say it's because TRPA doesn't really want to know how many are actually visiting and coming into the Tahoe Basin each year. That might be a reason to slow down the development project pipeline.

But I digress. It says in today's staff report that for this Waldorf Astoria

permit to remain valid, construction must occur in the 2023 building season. That means there are only six months left in this year's season, so EKN, Washoe County and TRPA can clearly hear the clock ticking.

However, I urge you not to approve this project as submitted for one very important reason: **before you move dirt**, TRPA and all appropriate authorities within Washoe, Douglas, Placer and El Dorado Counties, first must figure out how to **move people** — as in evacuate people (visitors and residents).

There will be another Caldor-like wildfire or extreme weather event such as this winter's 700 inches of snow that fell around the Tahoe Basin. It's just a question of when, not if we'll face another life or death circumstance. Do you want to be the one in an ambulance on the two-lane Highway 28 during peak season?

Let's not approve this project for the developer's convenience based on outdated and incomplete studies.

P.s. Where is the cumulative impact of the numerous projects approved or under review. Cal-Neva, Tahoe Inn, 39 Degrees, Ferrari/Laulima, Martis Valley West, Neptune Investments, Alpine View Estates, Boatworks Redevelopment, Tahoe City Lodge, Homewood, and Palisades?

Pamela Mahoney Tsigdinos  
Full-time Incline Village, NV resident

**From:** [Phil Jordan](#)  
**To:** [Marja Ambler](#)  
**Cc:** [Alexis Hill](#); [David Solaro](#); [jherman@washoecounty.gov](mailto:jherman@washoecounty.gov); [meclark@washoecounty.gov](mailto:meclark@washoecounty.gov); [mcgarcia@washoecounty.gov](mailto:mcgarcia@washoecounty.gov); [candriola@washoecounty.gov](mailto:candriola@washoecounty.gov)  
**Subject:** April 26th Governing board vote Please share with governing board  
**Date:** Tuesday, April 25, 2023 7:27:51 PM

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April 25th 2023

To: TRPA Governing Board

From: The Jordan family - 814 Randall Avenue Incline Village, NV 89451

Re: WALT/Boulder Bay Project

In 2007 many on the North Shore in response to the TRPA's Community Enhancement Program (CEPP), specifically the Boulder Bay project - TRIED TO GET YOUR ATTENTION ABOUT THE PROBLEMS OF THE BOULDER BAY PROJECT. At that time TRPA decided that the way to enforce completion of water quality improvements (BMPs) by commercial owners was to incentivize large development projects with extra height, density and coverage. CEPP didn't work. It's 12 years later and the Boulder Bay water quality improvements are still unfinished. Water has been running off the site for years. The site is a dilapidated eyesore with holes in the roof, windows and missing doors. The previous owner built 18 multi million dollar condominiums and then sold the entire site to EKN development. The original plan was approved by Governing Board in 2011.

At that hearing two members of Governing Board voted against approval. TRPA should never have approved the project since it went from the existing build out of 120,000 square feet to the proposal of as much as 800,000 square feet, yet the original developer claimed the new project would reduce traffic based on a faulty 2006 traffic baseline. Washoe County also FAILED to properly review project and left it to TRPA to guide Washoe County. As 29 year residents of Incline village we see the responsibility dodging by both entities. **It is your job to preserve the Lake Tahoe environment not destroy it in a similar fashion to the Las Vegas meadows and creeks, or other tourist destinations. In this scenario TRPA is subservient to developer interests and will unwittingly destroy the attractive qualities that draw people to Lake Tahoe. Basically trash the Lake Tahoe environment for some short term revenue gains, maybe some ego-supporting monuments.**

For years the actual baseline traffic of the site has been nil, Boulder Bay basically let the property go to seed. The project's current own traffic study states the project will create 2880 vehicle trips each day. Most of these traffic studies are GROSSLY FLAWED taking numbers from low traffic times in the day say 3 to 5pm on Tuesdays and Thursdays, 20 minutes at Raley's IV shopping center at about 3pm on Mondays and Wednesdays. Although repeatedly asked, EKN has refused to disclose the population of the revised project.

The project owners have tried to eliminate the 4th access out of upper Crystal Bay numerous times. The community has spent thousands to

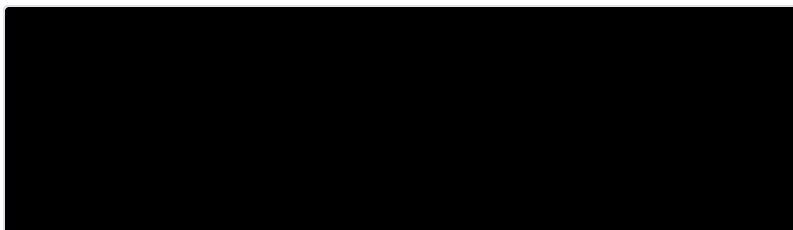
maintain the 4th exit. The exit needs to be there! The Waldorf at Lake Tahoe project essentially puts all homes above it and some surrounding the project, in jeopardy during planned concerts and festivals. NDOT is grossly non-committal on what they can do with Hwy 28 in the area. No one has mentioned/considered the revitalization of the CalNeva property - that property will draw MORE CAR TRIPS THAT TRPA is NOT considering at this time. Both WALT and CalNeva need to be considered together due to traffic impacts.

Now the WALT project has substantially changed. It's still the same basic build out (800k sf), just less units. The units are larger and **building up to 2' higher**. Some units are over 5k sf. The access to the site has significantly changed with a drop off point on upper Lakeview and the elimination of access on SR 28 and exit on Stateline Rd. Representatives of our NTPAC have had numerous meetings with EKN and the County with no agreement on cut through issues for the residential neighborhood of upper Crystal Bay. Is this what TRPA and Washoe County have become? Destroyers of neighborhoods by their over-reliance on staff reports? Come up and talk to us, dispense with the sanctimonious meetings, and get some truth. We do not bite and we do really good show and tell on why this project needs to be returned to review. The numbers as proposed by EKN do not work, and, there is too much "we will see" or To Be Determined in their writings and presentations. What happens when they oops and add another 10,000 square feet in buildings? Project needs to be put through approval **and get definite numbers**.

Where is the basin wide evacuation plan that covers the millions of visitors and locals when the next wildfire or other emergency occurs?  
Where is the cumulative impact of the numerous (12 large) projects approved or under review.

Cal-Neva, Tahoe Inn, 39 Degrees, Ferrari/Laulima, Martis Valley West, Neptune Investments, Alpine View Estates, Boatworks Redevelopment, Tahoe City Lodge, Homewood, and Palisades?

The following Youtube video is an excellent short description of how TRPA is allowing and abetting OVERBUILD at Lake Tahoe. Yes, we get it California never saw a development it could say no to. As native Californians we watched Disney do this to Anaheim, out went the strawberries and grape vines and orange trees...almost zero open space in Anaheim now. Does TRPA want this for Lake Tahoe?







**Preserve Lake Tahoe.**

Say no to reckless development.

We hope not...

Sincerely,  
Phil and Virginia Jordan

**From:** [Ron Grassi](#)  
**To:** [Pamela Tsigdinos](#)  
**Cc:** [Marja Ambler](#)  
**Subject:** Re: Public Comment: Opposition to Agenda No. VII.A Waldorf Astoria  
**Date:** Tuesday, April 25, 2023 6:26:45 PM

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I await Marja's detailed response now as the clock is in fact ticking. And I can't wait to hear where the missing cumulative impact analysis is as required by law. If it's missing I think we all know why. Ron Grassi

On Apr 25, 2023, at 5:24 PM, Pamela Tsigdinos <[ptsigdinos@yahoo.com](mailto:ptsigdinos@yahoo.com)> wrote:

Dear Marja,  
Please include the following public comment in opposition to the Waldorf Astoria project as submitted to TRPA Governing Board — agenda item VII.A Waldorf Astoria on tomorrow's TRPA Governing Board Meeting packet. Please confirm. Thank you, Pamela

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It's important for the current Governing Board members to know that the proposed Crystal Bay Waldorf Astoria project before you today is piggybacking off of a redevelopment proposal first submitted in 2008 —15 years ago. Furthermore, the original project was based on a traffic report done in 2006. It doesn't take a rocket scientist to know that there are far more people residing in and visiting North Lake Tahoe than there were 17 years ago.

When this project permit, originally called Boulder Bay, was granted in 2011, it was not completed. However, when the property was resold to EKN in 2021, the new developer took possession of the 2011 permit and is now acting like they are doing the community a favor by making fewer but larger units. However when repeatedly asked, EKN has refused to disclose the population of the revised project.

What we do know is that it will be a very large resort with nearly 300 hundred rooms for rent, a very large casino, 59 condos and 14 employee housing units over 16+ acres.

This is not the only major development project in the pipeline in North Lake Tahoe and around the Lake, yet TRPA is treating each project as if each project is being evaluated and approved in

a vacuum. There are some 55,000 Tahoe Basin residents and a minimum of 15 million visitors and many millions more, but we don't have an actual hard updated number because TRPA refuses to expend resources on an actual Basin wide traffic analysis. If I had to hazard a guess, I would say it's because TRPA doesn't really want to know how many are actually visiting and coming into the Tahoe Basin each year. That might be a reason to slow down the development project pipeline.

But I digress. It says in today's staff report that for this Waldorf Astoria permit to remain valid, construction must occur in the 2023 building season. That means there are only six months left in this year's season, so EKN, Washoe County and TRPA can clearly hear the clock ticking.

However, I urge you not to approve this project as submitted for one very important reason: **before you move dirt**, TRPA and all appropriate authorities within Washoe, Douglas, Placer and El Dorado Counties, first must figure out how to **move people** — as in evacuate people (visitors and residents).

There will be another Caldor-like wildfire or extreme weather event such as this winter's 700 inches of snow that fell around the Tahoe Basin. It's just a question of when, not if we'll face another life or death circumstance. Do you want to be the one in an ambulance on the two-lane Highway 28 during peak season?

Let's not approve this project for the developer's convenience based on outdated and incomplete studies.

P.s. Where is the cumulative impact of the numerous projects approved or under review. Cal-Neva, Tahoe Inn, 39 Degrees, Ferrari/Laulima, Martis Valley West, Neptune Investments, Alpine View Estates, Boatworks Redevelopment, Tahoe City Lodge, Homewood, and Palisades?

Pamela Mahoney Tsigdinos  
Full-time Incline Village, NV resident