

From: [Alexandra Robertson](#)
To: [Alexis Hill](#); cbronzczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Monday, April 10, 2023 11:20:56 AM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

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2. Stop automatically renewing development permits every three years.
3. Require current environmental analysis of projects approved more than 5 years prior that result in more than 100 vehicle trips per day. Particularly traffic analysis.
4. Don't allow phasing of projects to circumvent and delay required mitigations such as traffic analysis, water quality and employee housing.

We are drafting a petition and we'd like community response and community involvement. Concerned citizens and Lake Tahoe lovers please send us your input and suggestions.

-- Ms. Alexandra Robertson
alexandrahrobertson@gmail.com

From: [Alli Berry](#)
To: [Alexis Hill](#); cbronczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: [BULK] Boulder Bay Project Concerns
Date: Monday, April 10, 2023 9:07:26 AM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

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-- Ms. Alli Berry
allig12@hotmail.com

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 10:13:57 AM

First Name: Andy
Last Name: Chapman
Email: andy@travelnorthtahoenv.com
City of Residence: Lake Tahoe
Message: Member of the TRPA Board

I am writing you in support of EKN's project located at the old Tahoe Biltmore site. I have been a resident of the Tahoe basin for over 30 years and an active business community member of the Incline Village/Crystal Bay region. This project is recognized as a key environmental and economic redevelopment opportunity located at the critical North Tahoe Nevada/California stateline. The Tahoe Biltmore first opened in 1947 and served a critical role in our community through its closure last year. However, the property and surrounding grounds have seen significant deterioration over time. It is now the time, the place and with this developer, to return the property to its past grandeur. EKN has done significant public outreach and has clearly displayed transparency and forthright in their efforts since acquiring this property. The changes to the original plan (approved in 2011) have improved this project and ultimate property for the benefit of the entire community. The Crystal Bay region is in dire need of reinvestment and this project will bring critical environmental improvements, air and water quality improvements, jobs, regional economic vitality and replace an aging and environmentally deficient property.

I encourage you to vote yes on this important community project.

Andy Chapman
President/CEO
Travel North Tahoe Nevada

Date: April 21, 2023
Time: 10:13 am

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 9:30:41 AM

First Name: Ashley
Last Name: Wallace
Email: ashley@thetopolteam.com
City of Residence: Lake Tahoe
Message: Please approve the proposed Plan Revision!

Date: April 21, 2023
Time: 9:30 am

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 10:42:48 AM

First Name: Brandon

Last Name: Griffith

Email: BrandonG.NV@gmail.com

City of Residence: Gardnerville

Message: I support the plan revision as this area of Tahoe's north shore is in desperate need of development and a revitalization. I hope TRPA will approve it.

Date: April 21, 2023

Time: 10:42 am

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 9:24:27 AM

First Name: Calvin

Last Name: Yeager

Email: calyeag@gmail.com

City of Residence: South Lake Tahoe

Message: I am very excited to see there is a revitalization project in place for this aged area of the lake to be updated. Quite frankly I think it is quite overdue!

100% for this project to be approved.

Date: April 21, 2023

Time: 9:24 am

From: [Catherine Kanwetz](#)
To: [Alexis Hill](#); cbronczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Friday, April 7, 2023 8:10:03 AM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

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-- Dr. Catherine Kanwetz
ckanwetz@gmail.com

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 9:23:03 AM

First Name: Chad
Last Name: Coons
Email: chadcoons@gmail.com
City of Residence: Genoa
Message: I support the project and TRPA should vote yes

Date: April 21, 2023
Time: 9:22 am

From: [Cheryl Zeal](#)
To: [Alexis Hill](#); cbronczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Friday, April 7, 2023 6:34:17 AM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

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-- Mrs. Cheryl Zeal
cherylzeal@gmail.com

From: [Christine Flaherty](#)
To: [Alexis Hill](#); cbronzczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Sunday, March 19, 2023 7:31:34 PM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

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-- Ms. Christine Flaherty
flahertycd53@gmail.com

From: David McClure <mccluretahoe@yahoo.com>
Date: Wednesday, April 19, 2023 at 2:10 PM
To: John Marshall <jmarshall@trpa.gov>
Subject: Re: Comments on Final WALT TIS

I was hoping that you would have read the comments to see in Table 1 how the Cal Neva and Tahoe Inn properties are not accounted for as being redeveloped through 2045. These are in the same Town Center that TRPA wants see redeveloped.

The fundamental deficiencies of the TIS are most brazen attempt to defy the facts of existing vehicle counts, deny the existing roundabout queues as significant, and continue to push the narrative that the project will reduce trips, reduce traffic, and reduce pedestrian crossings from current levels of zero. John, you know there are consequences to perpetuating a false narrative that misleads and misrepresents reality.

Most people will not be fooled, but can you explain how this has come so far from facing the truth? Table 2 in the comments profiles the bottleneck with Cal Trans hourly counts, and we have drone video of showing the queues of each of the four dates of counts.

Dave

On Tuesday, April 18, 2023 at 08:57:21 AM PDT, John Marshall <jmarshall@trpa.gov> wrote:

Hi Dave. Thanks for the comments. I will forward to the Governing Board clerk for inclusion in the public record for this item.

John

John L. Marshall

General Counsel

(775) 303-4882 · jmarshall@trpa.gov



From: David McClure <mccluretahoe@yahoo.com>
Date: Monday, April 17, 2023 at 5:16 PM
To: John Marshall <jmarshall@trpa.gov>
Subject: Comments on Final WALT TIS

Hi John,

It has been some time since we last talked. Hope all is well.

I just thought you should read this because it's different than usual comments.

But there is rising public passion against traffic congestion created by government agencies (e.g. Palisades traffic on SR89 and Northstar traffic on 267) and more people are learning about how decisions are creating traffic nightmares for no reason other than false information.

The contradictions are mounting between reducing capacity and promoting hi-density TAU/condo development in Crystal Bay.

Take care,

Dave

The following comments are submitted to the TRPA and all interested parties by David McClure (mccluretahoe@yahoo.com) regarding the Draft Transportation Impact Study (dated March 23, 2023) for the proposed Waldorf Astoria Lake Tahoe. Today's date is April 17, 2023.

Establishing a Baseline

The Waldorf Astoria at Lake Tahoe (WALT) has issued a Draft Transportation Impact Study (DTIS) which presumably is their version of a required Traffic Impact Study for their version of Boulder Bay's permit. However, the foundational premise of any traffic study is what constitutes the Baseline. The WALT Study perpetuates a false baseline they call "Baseline Biltmore."

The standard industry practice and a Nevada Dept. of Transportation requirement for Traffic Impact Studies (NDOT's Appendix "A") uses existing counts from continuous counting stations which record vehicle counts by the hour every day. Nevada and California have these count stations in place along Hwy 28 that document the traffic reality that we all experience on the roadways today. Actual counts are the only valid baseline from which to compare impacts from projects generating new trips.

A baseline represents how many drivers are currently using or sharing the space in each State's Right-of-Way. In this case the most impacted Highway 28 corridor is between SR 267 and SR431. If a business is closed and not generating traffic, such as the Biltmore and the Cal Neva, any redevelopment adds to existing counts. The following quote is from the DTIS:

Trip Generation of Baseline Biltmore (Draft TIS p.11)

*At the time of this study, the Biltmore operations are completely closed. For purposes of this analysis, the daily trip generation of the **Baseline Biltmore use is assumed to be 3,895 daily one-way external trips** on the surrounding roadway network. This figure represents actual vehicle trips counted on the Biltmore site driveways in Year 2008, adjusted to reflect Year 2006 (busier) conditions.*

Of course, one cannot assume nearly 4000 vehicle trips are on a roadway when in fact they are not. Actual counts occurring 15 years ago are not occurring today. The record of counts from 2008 is factually irrelevant to actual counts recorded today.

The developer may believe they have a right to historical trips, but those trips simply do not exist in today's vehicle counts. Still there is the push by the developer through their traffic consultants to contrive a false and misleading baseline from which they can generate a narrative that their project will "reduce" vehicle trips. Many people believe that false narrative today.

The imaginary baseline that goes back nearly two decades is dangerously misleading, manipulative, misrepresents to decisionmakers and the public who assume good faith and relevant facts support a legitimate baseline. The facts are clear that any new trips added to today's counts will only extend the existing summer queues further due to the bottleneck in Kings Beach. TRPA knows this as the Kings Beach Commercial Core project was their first step in promoting high-density, pedestrian oriented projects during the CEP program era around 2006.

Even with no traffic coming from the shuttered Biltmore and Cal Neva sites, there are currently summer queues extending from the Racoon St. roundabout east to Crystal Bay. Those 3000 trips proposed by the WALT project exist only on a piece of paper, and then are spun into a narrative of how the project will reduce trips from the "Baseline Biltmore." **There is no reduction in actual traffic.** The real baseline of current station counts is the only reality, and no vehicles from the Biltmore property are in the 2022 count data.

Background traffic from outside the Basin (Truckee, eastern Placer County, and Reno) has grown significantly over 17 years (since 2006), and this growth plus the KBCCIP's reduction in Hwy 28 capacity has created a recurring bottleneck. Over the last five years traffic count data has enabled accurate measurement of vehicle throughput from Crystal Bay to Hwy 267 as well as queue formation, duration, and extension. Since roadway capacity is already exceeded all summer, it can only be managed based on a technically sound presentation of reality.

Count station data from 2019 shows the decline in traffic counts during COVID in 2020, the Caldore fire in 2021, and the effects of doubling gas prices and low Lake Tahoe levels in 2021. The counts also show a measurable increase in flow through rate in Kings Beach due to the traffic guards manning the 7 pedestrian crossings after 2019. The count station is available to the public.

Necessary Queue Analysis

Under #4 "Existing Traffic Counts" NDOT's Appendix 'A' Requirements state, "*Data on queues from nearby controlled intersections shall be included.*"

This statement points to the need for a queue analysis from roundabout-caused queues forming from Racoon St. back up Brockway Hill to Crystal Bay. From Chipmunk St., the last street on the east end of the Kings Beach commercial core, to the site of WALT is only .83 miles. While drivers move west through Kings Beach at about 10 vehicles per minute, significantly more than 600 per hour are stuck in a growing queue. The queue length from Chipmunk St. to Crystal Bay can hold 146 average vehicles (30 ft/vehicle).

Queues form about 10am and last until after about 6pm all summer. The counts show consistently over 700 vehicles per hour heading west from the Crystal Bay count station, in addition to drivers heading west from Crystal Bay, Brockway and Kings Beach. Drivers turning west on Hwy 28 from the WALT project or trying to turn in to the project travelling east from Kings Beach will encounter traffic queues every day during the summer. Any new vehicles over

existing counts will only add to the length of the queues. A technical study of this dynamic is necessary to better gauge the length and duration of queues and its effect on public safety. Why would intelligent leadership in Lake Tahoe want to extend queueing for weeks during the summer without any prior knowledge of the consequences?

Is it not reckless behavior by TRPA leadership to disregard the facts about traffic because it inconveniently undermines their narrative? And how will their disregard of reality impact the overall environment of North Lake Tahoe – a federally designated Tier 3 Outstanding National Resource Water?

Establishing the Scope of Study

The draft TIS fails to apply engineering judgment to the scope by ignoring all redevelopment projects in Crystal Bay and Kings Beach and ignoring the current queues from the Kings Beach bottleneck. These facts must be included in the scope of the developer's TIS.

NDOT's Appendix "A" Requirements state, *"The exact limits of the study should be based on engineering judgment and an understanding of the existing traffic conditions in the site vicinity."*

Obviously, the Crystal Bay commercial area, or TRPA's overlay Town Center, would be included in the scope of study. But it is not. Somehow the Cal Neva and the Tahoe Inn properties will not be redeveloped according to the TRPA's Travel Demand Model, because the model's future growth shows no additional growth in traffic through 2045.

The Reno Gazette Journal recently reported that new owners of Cal Neva intend to redevelop the property. The Tahoe Inn has been identified as a redevelopment site for much needed affordable housing. All properties in the Crystal Bay Town Center overlay are no doubt "in the vicinity" of the WALT development. And the impact of Kings Beach queueing into Crystal Bay must also include development projects in Kings Beach as "in the vicinity" as intended by NDOT, because of the direct and immediate impact to roadway function and Level of Service (LOS).

The draft TIS is fatally flawed for failing to account for Crystal Bay and Kings Beach projects, yet the study analyzes the Hwy 28/Lakeshore Blvd intersection which is 2 miles east of the WALT project site. If extending the scope 2 miles east where there are no queues or impediments to free-flowing traffic (based on NDOT counts), then the scope must include queueing and projects in Kings Beach which are less than 1 mile west of the WALT project site.

The engineering judgment to assess traffic impacts should not matter that the bottleneck and new development originates in California. The traffic extends regularly to Crystal Bay and all the Town Center properties are affected.

Future Background Traffic Volumes

This section of the draft TIS is void of any connection to the reality on the ground. The annual growth rates fail to account for the Cal Neva and the Tahoe Inn, both properties nearly adjacent to the WALT project and both properties have existing shuttered buildings targeted for redevelopment just like the Biltmore. Then in Kings Beach there are several redevelopment and new development projects in various stages of approval that apparently do not exist or are outside the scope of WALT's DTIS.

Unless TRPA instituted a permanent moratorium on any building permits and somehow stopped all additional traffic from 2022 levels from entering the Basin's North Tahoe area this DTIS analysis is concealing a very different reality on the ground and again misrepresenting the facts to the public. In other words, future background growth for all practical purposes does not exist. Figure 5 is supposed to represent 20 years (2048), but TRPA's Travel Demand Model only goes to 2045.

This section treating future background traffic volumes is a knowing misrepresentation of the evidence on the ground and intentional concealment of the material facts about WALT's traffic, the neighboring Cal Neva, Tahoe Inn, and numerous projects one mile west of WALT that are all impacted by the queues currently existing from Kings Beach into Crystal Bay.

The following Table 1 consolidates Figures 3, 4 and 5 in the DTIS. Each Figure shows directional counts at 5 intersections from Lakeshore Dr. (2 miles east of the project) to four intersections at the project site. To make the three pages of Figures more intelligible the following Table 1 starts with the Lakeshore Dr. intersection and moves west through the NDOT count station (near Red Cedar Dr.), then to the Recreational Park Access (north end of WALT project site), then to Cal Neva Dr., the Pedestrian Crossing (signal), and finally Stateline Rd. at the California border. The DTIS numbers for Hwy 28 vehicles are copied directly to Table 1 for AM and PM peaks in both directions.

Figure 3 is the imaginary "Baseline Biltmore" which is supposed to include the WALT project added to existing traffic conditions. The designation for **Figure 3 is BB 2022** at each intersection. **Figure 4 is "Opening of Operations" in 2028**, so includes 5 years more of background growth. **Figure 5 is "Future Background Growth" in 2045.**

Table 1 presents the three peak numbers (from each Figure in the DTIS) at each intersection from the view of a driver traveling west from Lakeshore Dr. to Stateline Rd. The NDOT count Station is in bold because it is the only fact-based count of existing current conditions on those two days. The DTIS numbers are what the developer's consultants claim to have made during their "observations" on July 8th and July 9th in 2022.

The "Biltmore Baseline" is supposed to include all new traffic generated by the WALT project to the existing NDOT counts. But that is not what the DTIS does, and the actual station counts prove this. The AM peak flows from Incline to Crystal Bay are less than the NDOT counts today. The PM peak flows are lower than NDOT's current counts at Cal Neva Dr.

Also, the numbers from Figures 3,4, and 5 over the three time periods (BB2022, 2028, and 2045) are the same at the Pedestrian Crossing and at Stateline Rd. This demonstrates the engineering failure of an imaginary “Baseline Biltmore” with virtually zero growth over the 22 years.

Table 1

Draft TIS Hwy 28 numbers for WALT over Three Time Periods

		TRAFFIC DIRECTION				
Intersections Along Hwy 28		From Incline to Crystal Bay		From CB toward Incline		
		Peak	Peak		Peak	Peak
		AM	PM		AM	PM
Lakeshore Dr.	BB 2022	555	714		558	726
	2028	517	717		560	729
	2045	567	726		567	738
8-Jul-22	NDOT Count Station	682	731		611	782
9-Jul-22	NDOT Count Station	703	742		622	728
Rec Park Access	BB2022	559	828		629	841
	2028	562	832		632	846
	2045	571	845		642	858
Cal Neva Dr.	BB2022	487	721		581	754
	2028	490	725		584	758
	2048	497	736		593	770
Pedestrian Crossing	BB2022	603	794		536	773
	2028	603	794		536	773
	2045	603	794		536	773
Stateline Rd	BB2022	487	799		608	820
	2028	487	799		608	820
	2045	487	799		608	820
BB2022 is "Existing with Baseline Biltmore Use" which is existing traffic plus the project Figure						
2028 is "Opening Year with Baseline Biltmore Use" Figure 4 TIS						
2045 is "Future Horizon with Baseline Biltmore" Figure 5 TIS						

The NDOT count station is between Lakeshore Dr./Pinion and Red Cedar Dr. Heading west a few residential streets seem to generate PM peaks at the Recreational Park Access and conversely be the destination for east bound traffic. That would mean that 115 vehicles are added to Hwy 28 from the little residential area between Red Cedar and the Recreational Park Access. From the WALT site driving toward Incline Village 117 vehicles every hour turns into these residential neighborhoods before reaching Lakeshore Dr. Knowledge of the sparse density of this small residential area makes this inconsistent with any traffic engineering best practices. It is incumbent on the DTIS to provide the supporting data for this unbelievable assumption and explain the rationality of their numbers in the face of NDOT counts.

Keep in mind the DTIS is claiming their traffic numbers include the WALT project completed and open in 2028; however, their numbers are lower than NDOT counts taken today. There is an obvious and serious error here. It contradicts reality. Existing counts exceed what the DTIS claims will occur 5 years from today with the WALT project completed. Existing counts even exceed the numbers with the project and 17 years later (2045).

Critical to Peak Analysis

The usual context for AM and PM peaks is that the AM peak occurs during morning commute traffic which disperses after the rush, and the PM peak occurs when traffic again picks up in the afternoon commute. The assumption is that one peak disperses prior to the next peak.

This pattern is not what occurs at Lake Tahoe. The actual counts recorded by NDOT and CalTrans along Hwy 28 from SR267 to SR431 show what is an extended peak period. By 9-10am traffic reaches capacity levels at the bottleneck in Kings Beach, counts continue to rise with small fluctuations all day until finally traffic queues begin to disperse by 6-7pm. This pattern is common in resort areas that are dominated more by recreation and pleasure driving rather than commuters going to work. In Table 2 hourly counts from both NDOT and CalTrans count stations are shown for vehicles heading west from SR431 (Mt Rose Highway) to SR 267 in Kings Beach.

Table 2 is based on four different days during the summer of 2022 showing the flow of traffic from the free flow conditions at NDOT's station in Crystal Bay (CB-N) to the other side of the queue formed from the two roundabouts in Kings Beach. By combining counts from both stations, the dynamic of queue formation emerges.

The CalTrans station (KB-W) counts vehicles released from the bottleneck at Bear St. and quantifies the flow, which is largely a function of the variation of pedestrian crossings. In Kings Beach the bottleneck is created as vehicles stop for pedestrians at the seven crossing locations from Secline St. to Fox St. Pedestrian friendly comes at the cost of congestion and queues, which at some point degrades the environment and threatens public safety.

Table 2

Profile of a Bottleneck Traveling West from Incline Village on Hwy 28

		HOURLY COUNTS FROM TWO COUNT STATIONS FROM CRYSTAL BAY TO HWY 267											STD	STD	
2022		10am	11am	12n	1pm	2pm	3pm	4pm	5pm	6pm	10am-6pm	DEV	DEV	Mean	
												%	%	10-6pm	
24-Jun	CB-N	564	702	677	628	611	690	659	591	444		80	13%	618	
Friday	KB-W	425	432	512	523	491	497	542	542	447		45	9%	490	
16-Jul	CB-N	756	734	788	747	718	714	737	639	590		62	9%	714	
Saturday	KB-W	640	655	643	596	621	622	622	665	610		22	3%	630	
22-Jul	CB-N	628	702	712	661	731	685	725	656	529		63	9%	670	
Friday	KB-W	572	630	633	630	652	643	697	670	609		35	6%	637	
14-Aug	CB-N	731	774	731	626	687	594	638	562	557		79	12%	656	
Sunday	KB-W	616	712	649	663	601	620	674	702	685		39	6%	658	
CB-N is NDOT Count Station between Red Cedar Dr. and Pinion heading south to Stateline															
KB-W is CalTrans Count Station at Secline St. heading west after Bear St. roundabout															

The average flow through rate is just over 600 vehicles per hour going west to Hwy 267 for 8 hours per day. This is due to the pedestrian/driver conflict over the same Hwy 28 right-of-way. If we imagine another 100 vehicles per hour going west it won't change the flow through Kings Beach, it will only lengthen the queues and extend dispersal further into the evening.

This configuration has its advantages for pedestrians (access and safety) and makes the vehicle throughput very low and slow. AM and PM peaks are currently within this period of 10am to 6pm. The consistently low Standard Deviation means almost no variation from the average of the data over 8 straight hours. This is evidence demonstrating a serious bottleneck.

The Kings Beach Commercial Core Project converted Hwy 28 from driver dominant to pedestrian dominant and raised the pedestrian LOS to A while lowering the vehicle LOS to F.

Public Safety in Emergencies, Evacuation, Public Transit

The original 2008 Traffic Impact Study for the proposed Boulder Bay project addressed fire evacuation by depending on the four lanes (existing at that time) through Kings Beach. Today that premise is no longer valid as Hwy 28 consists of one through lane each way. The WALT DTIS fails to even address this circumstance.

TRPA and the developer of WALT do not want to face the reality of the current traffic problem; that is, with WALT's dubiously low count of 3000 trips added per day plus the CalNeva and Tahoe Inn projects likely adding another 3000 trips a day, what will happen? The queue heading west from Incline Village could easily extend to the roundabout at the Mt. Rose Highway. Drivers going west could be delayed by an hour to get to Hwy 267. That would be a public safety disaster for medical emergency vehicle access, any attempt at evacuation, and for public transit since all vehicles are caught in the same congestion and subject to the same delays.

TRPA created this circumstance and now does not want to face the consequences. TRPA employs a growth model that shows no growth and yet is promoting numerous projects that add more vehicles. TRPA apparently does not want to see a queue analysis done prior to the WALT project, nor does TRPA want to see a roundabout analysis done for the pedestrian crossing between WALT and the Crystal Bay Club.

A year ago, the NDOT project engineer exchanged numerous emails about these issues and concluded that both a queue analysis of the Racoon St. roundabout and an analysis of a Crystal Bay roundabout were necessary for an adequate Traffic Impact Study. He was raised in Incline Village and knew the traffic conditions well. Pedestrian crossings at the WALT site will exacerbate queues by stopping the flow of traffic, in addition to vehicles trying to cross through the queues. A roundabout would at least give safe access from the WALT site heading east and east bound traffic from Kings Beach turning into the WALT site.

Concealing this reality with false presentations is reckless -without knowing or caring whether presentations are true or false. When the false presentations are intended to induce unwitting people to rely on these false ideas it looks more like fraudulent misrepresentation by the TRPA. There are no easy answers, but there can be no substitute for facing reality. The public has an overriding interest in State highways, public safety, and the quality of the environment of Lake Tahoe.

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 10:38:28 AM

First Name: Dennis

Last Name: McDuffee

Email: dennis@interonv.com

City of Residence: Gardnerville

Message: This project will bring jobs and tourism to Crystal bay. These are two of the most vital ingredients to our beautiful lake. This is a first class operation

Date: April 21, 2023

Time: 10:38 am

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Thursday, April 20, 2023 12:13:16 PM

First Name: Diana

Last Name: Lopez

Email: dianavanessa.dl@gmail.com

City of Residence: Inclined Village

Message: In request for TRPA to approve this plan revision, I write this as these additions will be beneficial to the area as well as it's tenant and tourists.

Date: April 20, 2023

Time: 12:13 pm

From: [Elizabeth Fairchild](#)
To: [Alexis Hill](#); cbronzcyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Monday, April 10, 2023 1:39:30 PM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

As Concerned citizens we want solutions...Not more greenwashing.

We are getting further trapped in this culture of more. More residents, more development, more tourists at more times of the year, more taxes, more attractions, more, more, more.

It is clearly not working. We mostly have more problems.

We are considering a petition that TRPA and the Counties do the following:

1. Determine the carrying capacity of the Lake Tahoe Basin and develop methods to stay within that maximum. This may mean not allowing more large projects and attractions.
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3. Require current environmental analysis of projects approved more than 5 years prior that result in more than 100 vehicle trips per day. Particularly traffic analysis.
4. Don't allow phasing of projects to circumvent and delay required mitigations such as traffic analysis, water quality and employee housing.

We are drafting a petition and we'd like community response and community involvement. Concerned citizens and Lake Tahoe lovers please send us your input and suggestions.

-- Ms. Elizabeth Fairchild
lizjimefairchild@gmail.com

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 5:11:05 PM

First Name: Gary

Last Name: Wood

Email: gwood@chaseinternational.com

City of Residence: Gardnerville

Message: Please vote yes and approve the Waldorf Astoria project. This is exactly what the state line corridor needs to bring a depressed area of beautiful Lake Tahoe back to life.

Approval should finally force the owner of the Cal Neva property to act in kind and the two together will transform north Lake Tahoe.

Date: April 21, 2023

Time: 5:10 pm

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Wednesday, April 19, 2023 7:45:46 AM

First Name: George
Last Name: Pehanick
Email: gmp@georgepehanick.com
City of Residence: Zephyr Cove
Message: Dear TRPA,

As a long time Lake Tahoe Nevada resident I am in favor of cleaning up our northern Stateline area. The proposed resort will certainly revitalize that area. The Cal-Neva should be the next revitalization project.

Let's get this done.

Respectfully
George Pehanick

Date: April 19, 2023
Time: 7:45 am

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Tuesday, April 18, 2023 10:34:46 PM

First Name: Glo

Last Name: Gordon

Email: glogordon1@yahoo.com

City of Residence: Incline Village

Message: We own property (9950 White Cap Lane) and we enthusiastically support this project.

Thank you!

Date: April 18, 2023

Time: 10:34 pm

From: [Hannah Beus](#)
To: [Alexis Hill](#); cbronczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Friday, April 7, 2023 8:58:04 AM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

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We are drafting a petition and we'd like community response and community involvement. Concerned citizens and Lake Tahoe lovers please send us your input and suggestions.

-- Ms. Hannah Beus
hannahbeus@gmail.com

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Thursday, April 20, 2023 2:59:57 PM

First Name: Heath

Last Name: Johnson

Email: heathcjohns@gmail.com

City of Residence: Incline village

Message: I am in 100% support of this project as it will help revitalize an area that has long been in a state of disrepair and an eyesore. It's time to allow things to change for the better. Delapidated properties that provide no value to the community are a blight. We want better.

Date: April 20, 2023

Time: 2:59 pm

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 1:03:39 PM

First Name: Jackie
Last Name: Ginley
Email: jackie@tahoeishome.com
City of Residence: Truckee
Message: To Whom it May Concern,

I support the Boulder Bay proposal to revitalize the old Biltmore property.
So many of my friends and clients over the years have asked how such a beautiful part of North Tahoe could sport such a run-down property as we have now.

The developer seems to have addressed all environmental concerns and is proposing a project that many of us view as "more" environmentally friendly than what had previously been approved.

We hope you will move forward with this beautiful project, which will enhance the walkability and bike-ability of Crystal Bay.

Thank you,

Jackie Ginley

Date: April 21, 2023
Time: 1:03 pm

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Wednesday, April 19, 2023 12:28:36 PM

First Name: James
Last Name: Murphy
Email: jmurfff@charter.net
City of Residence: Zephyr Cove, NV
Message: I support revitalizing Tahoe Biltmore

Date: April 19, 2023
Time: 12:28 pm

From: [Jannell Gunderson](#)
To: [Alexis Hill](#); cbronzcyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Friday, April 7, 2023 6:32:05 AM

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We are drafting a petition and we'd like community response and community involvement. Concerned citizens and Lake Tahoe lovers please send us your input and suggestions.

-- Ms. Jannell Gunderson
jannellegunderson@gmail.com

From: [Jason Bang](#)
To: [Alexis Hill](#); cbronczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: [BULK] Boulder Bay Project Concerns
Date: Sunday, April 9, 2023 8:56:41 AM

The number one cause of Tahoe's problems is too many people. 15 million people visit Tahoe annually. The Tahoe Regional Planning Agency (TRPA) and the Counties: Placer, Eldorado, Washoe, Douglas, Carson City are directly adding to the problem in the name of preservation. Getting more creative at describing or packaging our problems doesn't mean we are smarter at getting needed answers to solve them. Smart growth, sustainable tourism and other clever names and phrases sound progressive, but too often simply promote more of everything, mostly more development.

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We are drafting a petition and we'd like community response and community involvement. Concerned citizens and Lake Tahoe lovers please send us your input and suggestions.

-- Ms. Jason Bang
banguptheworld82@yahoo.com

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: [BULK] Letter of Support for the Waldorf Astoria Project
Date: Wednesday, April 19, 2023 12:22:40 PM

First Name: Jason
Last Name: Henderson
Email: jasonhndrsn02@gmail.com
City of Residence: Washoe County
Message: Dear TRPA Governing Board,

I am a resident of Washoe County but also a property owner in Lake Tahoe. Furthermore, I was a full time resident of Tahoe for 7 years and fully aware of the problems up there.

I am writing this to overwhelmingly recommend that you vote for the project's plan revision. This is a much needed addition to an area that is dilapidated. In fact, it's a no brainer. It only brings positives.

Furthermore I understand the developer has been nothing but wonderful working with the community, and represents everything you would want in a partner representing such an amazing part of America. They have my full confidence.

Do what's best for your community and residents, and vote this in!

Sincerely,
Jason Henderson

Date: April 19, 2023
Time: 12:22 pm

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Friday, April 21, 2023 7:33:43 AM

First Name: Jeff

Last Name: Pickett

Email: jpickett@dupuisgroup.com

City of Residence: Galena-Reno

Message: Hello; as a long-time resident and visitor to the Tahoe North Shore, I was very happy when I heard about the Waldorf-Astoria project on the old Tahoe Biltmore site. Although a mainstay to Crystal Bay, and like the Cal-Neva, the Biltmore had seen its best days. From what I have learned about the project, the plan revision brings a long-awaited revitalization to Crystal Bay and the adjacent neighborhoods while also vastly improving the scenic quality of the entire Crystal Bay corridor. Not just an aesthetic improvement, the positive environmental impacts of reduction in stormwater runoff into Lake Tahoe, and the reduced density over the approved project by building 157 fewer units shows smart design while preserving the region's greatest asset.

Having reviewed the plan revision for the Boulder Bay project I and many others support the revitalization of Crystal Bay. I would ask that you please vote to approve the Plan Revision on April 26.

Very truly yours,
Jeff Pickett

Date: April 21, 2023
Time: 7:33 am

From: [Jennifer Hayashi](#)
To: [Alexis Hill](#); cbronczyk@washoecounty.us; [Paul Nielsen](#); [Marja Ambler](#); [Joanne Marchetta](#)
Subject: Boulder Bay Project Concerns
Date: Friday, April 7, 2023 10:30:02 AM

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-- Ms. Jennifer Hayashi
jenrhayashi@gmail.com

From: [Revitalize Tahoe Biltmore](#)
To: [John Hester](#); [Julie Regan](#); [Paul Nielsen](#); [Marja Ambler](#)
Subject: Letter of Support for the Waldorf Astoria Project
Date: Thursday, April 20, 2023 2:51:44 PM

First Name: Jennifer

Last Name: Jacoby

Email: jenniferjacoby@comcast.net

City of Residence: Seattle

Message: It would upgrade the entrance from California to incline village.

Date: April 20, 2023

Time: 2:51 pm