

Marja Ambler

From: Aaron <renotahoesky@gmail.com>
Sent: Monday, June 12, 2023 10:59 AM
To: Marja Ambler
Cc: Shelly Aldean; Francisco Aguilar; Belinda Faustinos; John Friedrich; Alexis Hill; Vince Hoenigman; Brooke Laine; Wesley Rice; Cindy.Gustafson
Subject: Public Comment June 14, 2023 housing meeting

Please distribute accordingly and enter into record comment for Item V.A.

Dear TRPA Local Government & Housing Committee,

I DO NOT AGREE WITH ITEM V. A. "Housing Amendments, including proposed changes to Informational/Possible Page 9 height, density and coverage for multi-family housing Direction to Staff and accessory dwelling units."

TRPA is encouraging and supporting further development of the Lake Tahoe basin beyond over capacity in regards to environmental thresholds, quality of life thresholds, human safety, and economic quality. This is a systemic issue and I will start out mentioning current projects. Creating recreational opportunities, amenities, parking areas, and mobility hubs is bringing Lake Tahoe toward gridlock just like Yosemite National Park.

1. Creating recreational opportunities like bike paths (east shore trail), parking lots, trail heads, wifi, mobility hubs, hiking paths, etc that are marketed by word of mouth and businesses world-wide brings exponentially more people here. This makes more traffic congestion, less safety, more pollution, and expedites pushing out the workforce due to wealth inequality, quality of life, and affordability.
2. Allowing and Forcing more ADUs and specific mixed commercial/residential zoning development decreases quality of life, increases population density, goes against free market, and is the backwards opposite approach that makes problems worse. For example wealthy owners of empty homes and approve luxury projects should be taxed higher and not approved instead of given money to rent out their homes and catered to for their profits in a silo without considering the systemic impacts.
3. Currently and proposed are improvements to transit, infrastructure, zoning and ordinances are increasing wealthy inequality, increasing pollution, increasing miles traveled, and are deteriorating the quality of life of the workforce. There is a forced and continuing mass exodus of the workforce that creates more miles driven and amplifies in a positive feedback loop contributing to decreased affordability. For example, Wealthy neighborhoods continually and routinely get better police response, better police presence, better speed limit signs, better traffic signs, better drainage ditches, decreased public parking ability, less noise, less litter, less tourism/transit developments and more tax incentives to rent out vacant homes to renters instead of higher taxes to force them to rent out vacant homes to long-term renters. Meanwhile, poor neighborhoods are becoming ghettos with high density and low quality of life due to noise, traffic, safety and all pollution.
4. Just do the math from a systemic point of view and you can see the direction we are going is accumulating into a gridlocked and polluted situation that harms the environment, harms the economy (economic inequality is proven to harm society in multiple ways), detracts from safety, reduces quality of life for the vast majority and destroys the reasons people come to Lake Tahoe.
5. I can't stress enough that there will always be increasing demand. Every "improvement"/development that is created, will bring more people here and contribute to a worse situation to deal with. SOMETIMES the best action is no action.

Sincerely,
Aaron Vanderpool
Incline Village, NV

Marja Ambler

From: Adrienne Smith <smith.adrienne@gmail.com>
Sent: Monday, June 12, 2023 7:54 AM
To: Marja Ambler
Subject: Re: Public Comment regarding Proposed Height, Density and Coverage Code Changes within the Tahoe Basin

Marja,

I am very concerned about the planned development in North Lake Tahoe!

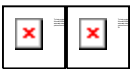
" Overdevelopment without real assessment of its effects on the lake and to residents and visitors alike, is cooking a recipe for a disastrous situation."

" Please don't destroy everything that makes Tahoe one of the most beautiful and unique natural mountain lake communities."

" The gorgeous lake and nature around have been a part of my life as long as I can remember. However, all these things that I cherish are at risk - from fires, pollution, overdevelopment, overuse and traffic. Why can't we protect them better?"

As a homeowner I am asking that development be reviewed and limited!

Adrienne Smith
5648 Dakar Rd
Carnelian Bay, CA



Marja Ambler

From: Ann Nichols <preserve@ntpac.org>
Sent: Monday, June 12, 2023 3:20 PM
To: Shelly Aldean; Francisco Aguilar; Belinda Faustinos; John Friedrich; Alexis Hill; Vince Hoenigman; Brooke Laine; Wesley Rice; Cindy.Gustafson; Julie Regan; John Marshall
Cc: Marja Ambler
Subject: Comments on 6/14/23 TRPA Local Government and Housing Committee Item V.A

Marja, Please distribute accordingly and enter into record comment for Item V.A.

Dear TRPA Local Government & Housing Committee,

NORTH TAHOE PRESERVATION ALLIANCE DOES NOT AGREE WITH ITEM V. A. "Housing Amendments, including proposed changes to Informational/Possible Page 9 height, density and coverage for multi-family housing Direction to Staff and accessory dwelling units."

NTPA OBJECTS TO TRPA'S RELENTLESS DEVELOPMENT OF TAHOE

TRPA is advocating for significant changes in the building code, such as increasing multi-family density (240%), coverage (75%), and height (37%). This is dangerous. The suggestion to build 60 units per acre, with 100% coverage and 4 to 5-story buildings, along with a parking ratio of .75 parking spaces per unit, is an unsubstantiated solution conjured up by the consulting firm, Cascadia Partners of Portland Oregon. Cascadia is promoting an increased urbanization scheme and promising a 12-15% return on investment for developers. What does the public get? It's worth noting that Cascadia's previous work, as listed, has been focused on cities such as Austin TX, San Antonio TX, Sacramento CA, Kansas City MO, and Bend OR, which have vastly different circumstances compared to Lake Tahoe.

In 2008 TRPA proposed a more lenient code to promote large development to fix Tahoe's economy. In 2012 TRPA claimed public/private partnerships would build large projects as the way to fix lake clarity. Now in 2023 TRPA's scheme is even more urbanization and further relaxation of the code to fix the affordable housing problem. Yet Tahoe is left with more mansions, worse traffic, more congestion, larger wildfires, invasive species, lake plastics and a continued worsening of lake clarity (2023 clarity improvement is considered an anomaly).

Things are not surprisingly starting to fall apart, but SR 28 on the North Shore and SR 89 on the West Shore are still 2 lanes. Millions have gone into improving transportation, yet traffic and congestion are worse.

TRPA/Tahoe Transportation District want billions over the next decades including \$7m/year from the public.

The non-profit Prosperity Center is the self-anointed quasi-governmental wannabe that wants to handle some of the money and be the intervener (some of the same Washoe County/TRPA/Placer County members are featured at the Prosperity Center). This begs the question of a conflict of interest.

The big interest here is BIG MONEY, unfortunately it is bringing big problems. When is it ever enough? The future envisioned for Tahoe by the TRPA is MORE, MORE, MORE. There never seems to be enough, enough new development, enough population. Housing is a worldwide problem from Venice to Hawaii. There are plenty of solutions touted by other areas: reducing short term rentals, limiting house size, visitor reservation

systems, or large employers building housing on site (Vail/Palisades should). Before taking the drastic step of increasing height, density and coverage look at other options:

Maui, Hi-

1. Reduced Short term Rentals by 3000
2. Increase tax on short term rental properties.
3. Allow locals to pay a minimal property tax- i.e. \$350/yr (5 years on island)
4. Prevent flipping to market rate

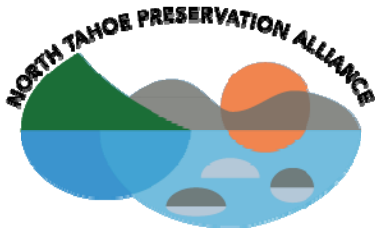
TRPA-needs to:

1. Determine capacity.
2. Determine road by road evacuation.
3. Perform independent traffic study for entire lake by other than LSC.
4. Stop allowing 2 step process of converting multi-family to condos.
5. Limit maximum size of single-family homes
6. Require workforce housing contribution if single family home is over i.e. 5k sf., 7500 sf.?
7. Require offsets for any new development.

Until capacity, cumulative impacts and public safety needs are clearly understood. Until there is a healthy dose of skepticism with real checks and balances; nothing more should be approved, or code changed.

Thank you,

Ann Nichols



North Tahoe Preservation Alliance

P.O. Box 4

Crystal Bay, Nv. 89402

preserve@ntpac.org

775-831-0625

www.ntpac.org

"Helping preserve the natural beauty and rural character of North Lake Tahoe"

Preserve Lake Tahoe (Video): <https://youtu.be/WKzPL-EwEUw>

TikTok Video: <https://www.tiktok.com/@northtahoepreservation? t=8XCELbNFbSt& r=1>

Instagram Video: <https://www.instagram.com/northtahoepreservation/>

Marja Ambler

From: Diane Heirshberg <dbheirshberg@gmail.com>
Sent: Saturday, June 10, 2023 9:23 PM
To: Marja Ambler
Subject: June 14, 2023, Local Government & Housing Committee, Item No. V.A.

Dear Marja,

Please forward this email to the Local Government & Housing Committee for its June 14, 2023 meeting. Thank you.

June 11, 2023

Re: Comments re Local Government & Housing Committee Item No. V.A.

Dear Local Government Housing Commitment members

While I am in favor of workforce housing initiatives I am especially concerned with the thought process of Staff in several sections.

1. Wildfire Preparedness and Evacuation.

Under the Wildfire Preparedness and Evacuation section the following statement is unsupportable and inaccurate and dangerous to the real people who live around Lake Tahoe:

“The proposed housing amendments will not result in an overall increase to development potential in the basin, and instead are intended to concentrate development closer to transit and services, consistent with Regional Plan goals for walkable communities and reducing reliance on private automobiles.”

The first clause of the sentence is an assertion being made by TRPA Staff that has no basis in fact and is I believe a very dangerous inaccuracy to those of us who live around Lake Tahoe and who are the ones who are at risk of losing our lives in a rapidly expanding nearby fire if we cannot get out safely. The second clause of the sentence is utterly irrelevant to the issue of safe evacuation from Lake Tahoe. If development is concentrated close to transit and services and there is a wildfire, the residents and tourists will run to their automobiles to carry themselves, their pets, and their possessions out of Lake Tahoe.

When Staff states that the amendments must be evaluated to determine whether they represent a change in the ability for first responders to conduct emergency evacuation compared to the 2012 Plan, there is no commitment to evaluate the realities of today and future development. Assumptions and models made in 2012 or even prior to 2020 are not relevant to Incline Village Crystal Bay for many reasons, including that internet vacation bookings were not a reality in 2012, short term rentals were illegal in Incline Village Crystal Bay until 2020, and the traffic jams on Highway 28 and around the Lake are very different today than they were in the past. The statistics that are readily available from NDOT and Sand harbor reflect a steadily increasing volume of traffic that would need to be evacuated in the summer months, and should be taken into account. In this regard I have included 2022 data from NDOT on one intersection in Incline Village and highway 28, and from Nevada State Lands on Sand Harbor. TRPA needs to do more than give lip service to the increasing risk to from wildfire and other emergencies to people who live and work all around Lake Tahoe, and visitors to Lake Tahoe.

2. Enforcement of Deed-Restrictions.

TRPA Staff would arguably have a conflict of interest in monitoring and enforcing deed restrictions. I respectfully urge that outside professional monitoring services be hired to monitor deed restrictions so that TRPA Staff is not monitoring its own performance. And there should either be an entirely separate enforcement company or separate TRPA enforcement staff that would enforce deed restrictions and be known for protecting workforce rights and not giving extensions or exemptions.

3. Parking and Setbacks.

Lack of Parking has been identified as one of the biggest problems In Incline Village Crystal Bay since the 2012 Community Plan and earlier. If adequate parking is not required of developers in Incline Village Crystal Bay, Staff must identify where people will park (and there is nowhere) especially in the winter when there is no street parking in almost all areas due to the need for snow storage. I suppose one alternative is to give cheaper rent in these buildings but require that no automobiles are brought, but this is unlikely to be successful.

4. Density incentives, etc.

I urge that further density incentives, etc. should only be provided for workforce housing for the lower-level workforce at least until some significant amount of low-income workforce housing has been provided for minimum wage workforce, or soon there will be no one to work in Incline Village Crystal Bay.

Very truly yours,

Diane Becker,

Full time resident Incline Village Crystal Bay

dbecker8891@gmail.com



Nevada Department of Transportation Monthly Volume Calendar

Road N S
 MAOT 17,381 8,822 8,558
 MAWDT 16,748 8,554 8,194
 MAWET 17,982 9,160 8,821
 N DAYS 31

Site names: 0312240
 County: Washoe
 Funct Class: Minor Arterial
 Location: SR28, 915th N of Lakeshore Dr/Phinion Dr

Seasonal Factor Grp: 70
 Daily Factor Grp: 70
 Axle Factor Grp: 07
 Growth Factor Grp: 07

July 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	01	02
17,900 8,948 8,952	14,534 7,473 7,061	17,425 9,164 8,261	16,358 8,280 8,078	17,347 8,740 8,607	18,021 9,028 8,993	17,931 9,063 8,868
10	11	12	13	14	15	16
16,635 8,698 7,937	15,698 8,011 7,687	16,492 8,219 8,273	16,497 8,325 8,172	17,347 8,765 8,582	18,841 9,316 9,525	20,047 10,079 9,968
17	18	19	20	21	22	23
17,635 9,239 8,396	16,590 8,462 8,128	16,410 8,247 8,163	16,316 8,277 8,039	17,414 8,847 8,567	18,987 9,323 9,664	19,198 9,722 9,476
24	25	26	27	28	29	30
17,850 9,272 8,578	16,855 9,046 7,809	17,114 8,907 8,207	17,400 9,020 8,380	18,183 9,082 9,101	19,603 9,634 9,969	18,534 9,382 9,152
31	01	02	03	04	05	06
16,056 8,408 7,648	15,919 1,048 1,09	16,860 490 1,03	16,643 511 1,04	17,573 408 .99	18,710 660 .93	18,749 882 .93

Date
 Road
 N
 S

The last row of statistics contains MADW, standard deviation, and day factor.



Nevada Department of Transportation Monthly Volume Calendar

Road N S
 18,368 9,248 9,119
 18,221 9,171 9,049
 18,066 9,187 8,878
 31

Site names: 0312240
 County: Washoe
 Funct Class: Minor Arterial
 Location: SR28, 915th N of Lakeshore Dr/Pinpoint Dr

Seasonal Factor Grp: 70
 Daily Factor Grp: 70
 Axle Factor Grp: 07
 Growth Factor Grp: 07

July 2021

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	17,910 9,264 8,646	17,175 8,703 8,472	18,125 9,076 9,049	18,492 9,270 9,222	18,884 9,397 9,487	19,450 9,722 9,728	18,762 9,512 9,250
04	16,673 8,526 8,147	18,891 9,825 9,066	18,989 9,712 9,277	18,293 9,268 9,025	20,468 10,114 10,354	20,032 9,889 10,143	18,856 9,441 9,415
11	18,078 9,437 8,641	18,260 9,276 8,984	18,086 9,158 8,928	18,712 9,338 9,374	20,008 9,899 10,109	20,794 10,326 10,468	20,564 10,415 10,149
18	17,910 9,264 8,646	17,175 8,703 8,472	18,125 9,076 9,049	18,492 9,270 9,222	18,884 9,397 9,487	19,450 9,722 9,728	18,762 9,512 9,250
25	16,296 8,394 7,902	16,183 8,173 8,010	17,127 8,621 8,506	17,559 8,873 8,686	17,685 8,901 8,784	18,180 9,026 9,154	17,371 8,650 8,721
01	17,239 888 1,07	17,627 1,196 1,04	18,082 761 1,02	18,264 500 1,01	18,911 1,332 .97	19,560 963 .94	18,893 1,132 .97

Date
Road
N
S

The last row of statistics contains MADW, standard deviation, and day factor.

Nevada Department of Transportation

Monthly Volume Calendar

Site Names: 312240,,, SR-028 (Tahoe BI)
 County: Washoe
 Funct. Class: Urban Minor Arterial
 Location: SR-28 (Tahoe BI) 0.2 mi north of Lakeshore Dr
 Num Days: 31
 MADT: 17,174
 MAWDT: 16,378
 MAWET: 17,995

July 2011

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Road	-	-	-	-	-	18,215	19,076	
S DIR	-	-	-	-	-	9,290	9,943	
N DIR	-	-	-	-	-	8,925	9,133	
3	20,557	16,531	18,556	16,151	16,651	17,964	17,523	
4	10,101	8,255	8,549	7,846	8,283	8,916	8,643	
5	10,456	8,276	10,007	8,305	8,368	9,048	8,880	
6	15,589	14,753	15,474	15,565	15,963	18,117	17,500	
7	7,547	7,320	7,555	7,608	7,988	9,056	8,736	
8	8,042	7,433	7,919	7,957	7,975	9,061	8,764	
9	15,991	15,974	16,362	16,435	17,194	19,280	19,418	
10	7,601	7,925	8,117	8,331	8,538	9,816	9,597	
11	8,390	8,049	8,245	8,104	8,656	9,464	9,821	
12	17,479	15,868	16,347	16,818	17,407	19,992	19,834	
13	8,390	7,818	8,094	8,455	8,663	10,109	10,028	
14	9,089	8,050	8,253	8,363	8,744	9,883	9,806	
15	17,319	15,782	16,685	16,242	16,804	18,714	18,670	
16	1,961	745	1,315	528	645	883	1,091	
17	0,99	1,09	1,03	1,06	1,02	0,92	0,92	
18	16,979	-	-	-	-	-	-	
19	8,013	-	-	-	-	-	-	
20	8,966	-	-	-	-	-	-	
21	16,979	-	-	-	-	-	-	
22	17,319	-	-	-	-	-	-	
23	17,319	-	-	-	-	-	-	
24	17,319	-	-	-	-	-	-	
25	17,319	-	-	-	-	-	-	
26	17,319	-	-	-	-	-	-	
27	17,319	-	-	-	-	-	-	
28	17,319	-	-	-	-	-	-	
29	17,319	-	-	-	-	-	-	
30	17,319	-	-	-	-	-	-	
31	17,319	-	-	-	-	-	-	



Nevada Department of Transportation Monthly Volume Calendar

MADT Road 18,518
 MAMDT 17,761
 MAWET 19,000
 N DAYS 31
 N 9,356
 8,912
 9,808
 S 9,161
 8,848
 9,192

Site names: 0312240
 County: Washoe
 Funct Class: Minor Arterial
 Location: SR28, 915ft N of Lakeshore Dr/Prinion Dr

Seasonal Factor Grp: 70
 Daily Factor Grp: 70
 Axle Factor Grp: 07
 Growth Factor Grp: 07

July 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	01	02	03	04	05	06
17,475 8,790 8,685	16,572 8,514 8,058	16,087 8,937 9,150	20,329 10,135 10,194	16,726 7,999 8,727	20,983 10,589 10,394	19,614 10,100 9,514
07	08	09	10	11	12	13
16,534 8,780 7,754	16,572 8,514 8,058	16,515 8,346 8,169	17,091 8,598 8,493	17,794 8,922 8,872	19,638 9,723 9,915	19,521 9,929 9,592
14	15	16	17	18	19	20
17,958 9,466 8,492	16,826 8,547 8,279	17,099 8,664 8,435	17,343 8,648 8,695	18,795 9,326 9,469	21,114 10,536 10,578	21,449 10,781 10,668
21	22	23	24	25	26	27
18,414 9,641 8,773	18,114 9,009 9,105	17,532 8,955 8,577	18,353 9,280 9,073	19,017 9,475 9,542	20,608 10,075 10,533	19,916 10,010 9,906
28	29	30	31	01	02	03
18,598 9,759 8,839	17,803 9,101 8,702	17,926 9,078 8,848	17,741 8,998 8,743			
17,876 934 1.04	17,358 649 1.07	17,432 639 1.06	18,171 1,297 1.02	18,083 1,049 1.02	20,586 667 .90	20,125 899 .92

Date
Road
N
S

The last row of statistics contains MADW, standard deviation, and day factor.

Nevada Department of Transportation Annual Day of Week Summary for 2021

Site names: 0312240
 County: Washoe
 Funct Class: Minor Arterial
 Location: SR28, 915ft N of Lakeshore Dr/Pinon Dr

Seasonal Factor Grp: 70
 Daily Factor Grp: 70
 Axle Factor Grp: 07
 Growth Factor Grp: 07

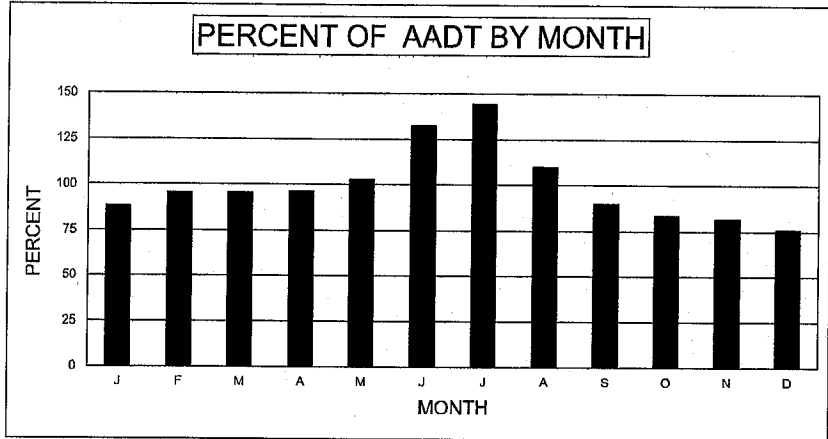
	SUN	MON	TUE	WED	THU	FRI	SAT	MADT	MAWDT	MAWET	% POS
JAN	11,234	10,612	11,184	9,657	10,422	12,507	12,960	11,225	10,469	12,097	51
FEB	12,161	11,290	10,860	11,568	12,030	14,077	12,974	12,137	11,437	12,567	50
MAR	12,439	11,063	11,547	11,438	11,747	13,421	13,240	12,128	11,449	12,840	50
APR	10,484	11,549	11,782	11,795	12,861	14,049	13,080	12,228	11,997	11,782	50
MAY	12,158	12,961	12,962	13,049	13,217	14,402	12,928	13,096	13,047	12,543	50
JUN	16,035	16,346	16,419	16,564	16,631	18,109	17,797	16,843	16,490	16,916	50
JUL	17,239	17,627	18,081	18,264	18,911	19,559	18,893	18,368	18,221	18,066	50
AUG	12,770	13,850	13,121	14,662	14,402	15,355	13,551	13,959	14,009	13,160	51
SEP	10,080	10,898	11,638	11,243	11,878	12,734	11,659	11,447	11,414	10,870	49
OCT	8,978	8,917	10,613	10,880	11,349	12,469	11,232	10,634	10,440	10,105	50
NOV	8,848	10,314	10,435	10,909	9,920	11,957	10,417	10,400	10,394	9,633	50
DEC	8,212	8,407	10,636	9,988	9,530	11,132	9,656	9,651	9,640	8,934	51

	SUN	MON	TUE	WED	THU	FRI	SAT	AADT	AAWDT	AAWET	% POS
2021	11,720	11,986	12,440	12,501	12,741	14,148	13,199	12,676	12,417	12,459	50
2020	11,032	11,387	11,750	11,952	12,366	13,414	12,554	12,065	11,864	11,793	51
2019	11,806	12,596	12,758	12,237	12,801	14,460	13,321	12,854	12,598	12,564	51
2018	12,445	12,833	12,913	12,921	13,201	14,610	14,037	13,280	13,296	13,241	51
2017	12,193	12,080	12,344	12,489	12,903	14,327	13,813	12,879	12,454	13,003	51
2016	11,628	12,234	12,586	12,443	12,782	14,065	13,322	12,723	12,511	12,475	50
2015	11,144	11,945	12,168	12,267	12,562	13,721	12,815	12,374	12,235	11,979	50
2014	10,829	11,681	11,737	11,881	11,988	13,252	12,346	11,959	11,822	11,587	50
2013	11,029	11,683	11,962	11,850	12,245	13,702	12,718	12,170	11,935	11,874	50
2012	10,595	10,626	11,157	10,984	11,513	12,654	11,846	11,339	11,070	11,220	50
2011	10,589	11,392	11,854	11,670	11,829	13,054	12,168	11,794	11,686	11,378	51

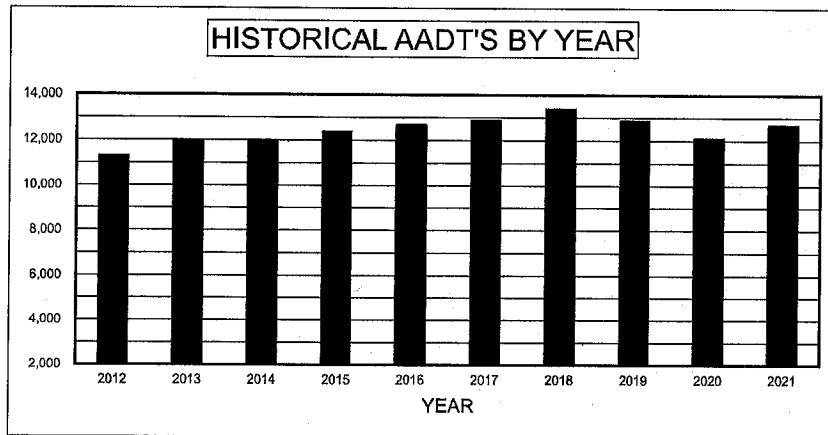
ATR 0312240

SR28 (Tahoe Blvd) 915ft N of Lakeshore Dr/Pinion Dr

MONTHLY PERCENT		
MONTH	MADT	% OF AADT
JANUARY	11,225	88.4%
FEBRUARY	12,137	95.6%
MARCH	12,128	95.5%
APRIL	12,228	96.3%
MAY	13,096	103.1%
JUNE	16,843	132.6%
JULY	18,368	144.6%
AUGUST	13,959	109.9%
SEPTEMBER	11,447	90.1%
OCTOBER	10,634	83.7%
NOVEMBER	10,400	81.9%
DECEMBER	9,651	76.0%

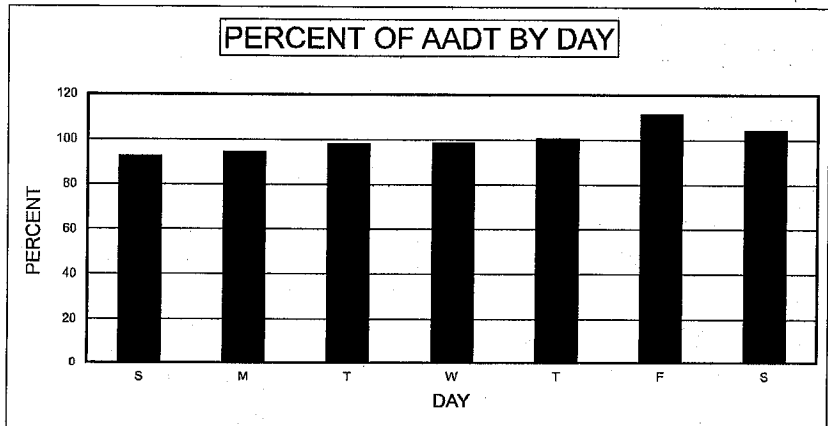


HISTORICAL RECORD		
YEAR	AADT	% OF PREVIOUS YEAR
2021	12,700	105.0%
2020	12,100	93.8%
2019	12,900	96.3%
2018	13,400	103.9%
2017	12,900	101.6%
2016	12,700	102.4%
2015	12,400	103.3%
2014	12,000	100.0%
2013	12,000	106.2%
2012	11,300	94.2%



2018 Estimated

DAY OF WEEK		
DAY	ADT	% OF AADT
SUN	11,720	92.3%
MON	11,986	94.4%
TUE	12,440	98.0%
WED	12,501	98.4%
THU	12,741	100.3%
FRI	14,148	111.4%
SAT	13,199	103.9%
AVG WEEKDAY	12,417	97.8%
AVG WEEKEND	12,460	98.1%



PERCENT DESIGN HOUR VOLUME (DHV) IS OF ANNUAL AVERAGE 12.10%

PERCENT HIGH DIRECTION IS OF DHV 56.19%

SAND HARBOR VISITOR COUNT - SUMMER 2022				
Month	Total Visitors	Total Vehicles	Ave Daily Visitors	Ave Daily Vehicle
May	41,662	17,541	1,344	566
June	79,800	29,329	2,660	978
July	155,128	55,855	5,004	1,802
Aug	139,789	44,769	4,509	1,444
Sept	45,587	23,191	1,520	773

Marja Ambler

From: Don Triplat <dtriplat@gmail.com>
Sent: Monday, June 12, 2023 6:06 AM
To: Marja Ambler
Subject: Proposed code changes to TRPA

Fire evacuation and safety is a REAL concern with these proposed changes TRPA is considering to allow increased density. A roadway by roadway fire evacuation capacity evaluation needs to be completed for the safety of all. I understand that TRPA wants to concentrate development in town centers but do you really think these people are going to take the free public transportation? How do they get to Tahoe in the first place without significant changes to mass transit and road systems.

I'm not against progress but feel our local government needs to consider development in a sensible way (thru encouraging redevelopment) and consider the quality of life and safety of all who live and visit the north shore. The increase of algae I've seen in the lake the past couple years gives me grave concerns. Increasing the number of people living in the basin certainly isn't going to help the problem.

With the considerable increase in traffic and 2-3 hr delays seen this past winter, is it smart to allow an increase to density in proposed developments in the basin without an overall traffic plan.

If there is a fire in the basin and you allow more people with all these projects to continue and don't consider evacuation accurately, you put me and my family in harm's way. Overdevelopment without real assessment of its effects on the lake and to residents and visitors alike, is cooking a recipe for a disastrous situation.

All these things that I cherish are at risk - from fires, pollution, overdevelopment, overuse and traffic. Carefully consider the planning and use of our shared resources.

Don Triplat
Sent from my iPad

Lots of direction is necessary to TRPA staff before this is ready for prime time. There are many working parts that need to be sorted out : V. PLANNING MATTERS

<https://www.trpa.gov/wp-content/uploads/June-14-LGHC-Packet.pdf>

A. Housing Amendments, including proposed changes to height, density and coverage for multi-family housing and accessory dwelling units: Direction to Staff

The Last meeting of the Housing Committee of the Local Government Committee was held September 28, 2022. Whereas, the Housing and Community Revitalization Workgroup met April 21, 2023.

Both groups are working in concert and independently. Keeping up on suggested changes can be difficult. A matrix showing what each group is focusing on and their recommendations would be helpful to all that are following this activity.

Please explain how the members of the Housing and Community Revitalization Workgroup were selected and when? The public needs to be aware that many are not elected officials. Is there a qualification requirement and is it posted for applying? How does the public get updates on both group meetings?

TRPA proposing a local jurisdiction take the lead to speed up the process is ill-advised in my opinion. What local jurisdiction do you have in mind? Washoe County is getting as much pushback as Placer County from the public most affected by the proposed changes in height, density and massing. I can see a parking management strategy being brought forward but that also comes with unintended consequence of local nexus over-capacity.

September 2022 Housing Committee meeting minutes: V. REVIEW AND PROVIDE DIRECTION ON EVALUATION METRICS FOR ALLOCATION OF THE STATE OF CALIFORNIA'S REGIONAL EARLY ACTION PLANNING 2.0 (REAP 2.0) GRANT FUNDS IN THE LAKE TAHOE REGION TO ACCELERATE PROGRESS TOWARDS STATE HOUSING GOALS AND CLIMATE COMMITMENTS; PROVIDE DIRECTION AND GUIDANCE ON PROPOSED USES OF THE REAP 2.0 FUNDS

Provide a status and update of the REAP funding: How much of the \$600K has been spent to date and on what? How much High Impact Transformative Program grant funds were actually given to TRPA from the High Impact Transformative Program and spent on what to date? The request was \$2.4 million <https://www.trpa.gov/wp-content/uploads/Local-Government-Housing-Committee-Item-No.-3-REAP-2.0-Evaluation-Metrics.pdf> How much has spent to date

Proposed uses of these funds need to meet three objectives and those include supporting infill development that facilitates housing supply, choice, and affordability.

The funds also need to affirmatively further fair housing and that means to take meaningful actions to combating patterns of segregation and discrimination and fostering communities that encourage access to opportunities. **Finally, the funds need to support reducing Vehicle Miles Traveled (VMT).** When funds are utilized who is doing the VMT analysis, how much will the consultant be paid from the REAP funding sources or other sources? \$600K is not a lot of money.

California's REAP funding is split into 3 funding buckets and TRPA as the MPO (Metropolitan Planning Organization) are eligible for two of those buckets. **Tahoe Region is eligible for \$604,134.** The second bucket of funding is competitive and it's called the High Impact

Transformative Program. It's a \$30 million program state-wide and MPOs, cities, counties, and tribal entities can apply directly for those funds for applications between \$5M and \$15M. That grant program could take the Tahoe region much farther as far as bringing transformative, on-the-ground projects to fruition. Since it's not a lot of funding - \$600,000 won't go far towards implementation when it costs \$500,000 to build one affordable unit – that tells TRPA to prioritize advancing the Tahoe Living priorities. The \$500K per unit cost always needs to be elevated so project proponents, the public, etc. are aware just how costly it could be. Example: A six-bedroom complex starting price without land is \$3 million.

TRPA would likely manage most of this funding as many of the Tahoe Living priorities are focused on TRPA's Codes and policies such as the height, density, and coverage changes that the committee heard about and the environmental analysis to support those. What and where TRPA also sees potential for a local jurisdiction or another partner to propose advancing one of the priorities themselves. If a local jurisdiction had capacity to do that, that could help speed up the process and move some priorities forward concurrently. One example is that Placer County has been looking at ways to do a more programmatic of multi-family projects through the update of their Area Plan. That could be replicable amongst the other jurisdictions which could be a proposed use where funds could be sub-allocated. "Tahoe Living Priorities": when were these initially established and by who? What is the current status of the Tahoe Basin Area Plan (TBAP) environmental analysis? What level of environmental analysis is being pursued and is TRPA assured it's the most in-depth level of analysis especially if you are proposing a local jurisdiction advance the "Tahoe Living priorities" to speed up the process?

TRPA should not allow as suggested at the April 21, 2023 meeting of the Housing and Community Revitalization Workgroup: "Is there any way for a jurisdiction to go through the public hearing process for an area plan amendment at the same time as the TRPA proposal? Or, could pilot programs be implemented?" Most Pilot programs HAVE NOT had good results that could be forwarded for ordinance updates and put projects on the ground. This request needs to be fully vetted. Define "public hearing process"

Ms. Aldean asks if there's anything in Placer housing code that precludes subletting? Ms. Gustafson replies that it's an issue of affordability because if you have two working adults with no dependents, you make too much to qualify with the AMI standards. Ms. Gustafson cautions TRPA to not be too focused, although we may be pushed by the State, on the affordable range because it's not making sense. 1) The subletting question was not really answered. Has the subletting topic been discussed by Placer and will it be incorporated into the TBAP and open for discussion by the public? How can this be monitored to ensure the subletting isn't short term-rental related? The subletter would need to be identified and updated info provided to the County. 2) Has the State established "the affordable range"? And explain what "because it's not making sense" mean.

Ms. Aldean said this a new terminology "naturally affordable workforce housing." How does that differ from affordable workforce housing. Ms. Fink said there are definitions in the Code of Ordinances for affordable housing and achievable housing and that means they need to be deed restricted. They are also seeing housing for instance in the City where the housing is not deed restricted but it's rental housing. Rental housing is primarily used by the local workforce. They don't see those being turned into vacation rentals for instance or sitting empty. If it's a rental apartment or for instance an accessory dwelling unit that may not be deed restricted, they consider that naturally affordable housing. It means that it's not deed restricted but likely to be

used for a local workforce. Ms. Aldean said then that is defined in the Code of Ordinances, because she's never seen it before. Ms. Fink said they don't define "naturally affordable" in the code. Ms. Aldean said is the project expected to permanently increase the overall affordable and workforce housing stock, she assumes that relates to whether or not it's deed restricted in perpetuity. Too many terms have been provided and confuse everyone: affordable, naturally affordable, achievable, workforce, etc. Is TRPA going to require all workforce housing units to be deed restricted?

Ms. Finks said that some of the criteria for qualifying as that type of community are somethings that they currently don't allow in the Tahoe Basin. They don't allow the densities that are allowed to qualify. Please provide additional clarity to this statement.

Lastly, From September 2022 meeting minutes: Ms. Gustafson said that the vacancy in those units is multi-faceted reason why and a lot depended on income. She doesn't want to give the idea that they have a desperate need for housing. It's just making sure that people can qualify for the product we are building. Qualification formulas have been discussed and changed often. Anyone following this activity is easily confused. The "product we are building" is being driven by the AMI. Define the expected product of use at each AMI level. A Single-Family Home, A Duplex (four-plex, etc), an Apartment, etc

Tahoe Living: Housing and Community Revitalization Workgroup April 2023

https://www.trpa.gov/wp-content/uploads/HousingWG_23.04.21_Minutes_final_draft.pdf

Members present: Emily Setzer, Kate Moroles-O'Neil, John Hitchcock, Eric Young, Judith Simon, Cindy Gustafson, John Friedrich, Vince Hoenigman, Alexis Hill, Daniel Huerta, Natalie Yanish, Meea Kang, Gavin Feiger, Jean Diaz, Aidan Downey, Elizabeth Balmin, Heidi Hill Drum, Brendan Ferry, Stacy Caldwell, Katie Victor.

Please identify each of the members above associations i.e., TRPA, local jurisdiction, non-profit, etc. and list multiple associations if applicable as well as how they were selected.

TRPA Zoning + Affordability Analysis Final Analysis + Key Findings. <https://www.trpa.gov/wp-content/uploads/Cascadia-TRPA-Zoning-and-Affordability-Slides-Final-042423.pdf>

There is no date on The Cascadia Study. When was it completed? Excerpts below:

1. Purpose + Background
2. Analysis Results: Within Town Center Areas
3. Analysis Results: Multi-Family Zones Adjacent to Town Centers
4. Key Takeaways
5. Going Deeper: Areas for Further Study

We have been studying the feasibility of multi-family development in the Tahoe Basin. Over two phases, Cascadia Partners has been conducting pro forma analyses of Tahoe's development standards for multi-family development on behalf of the Tahoe Regional Planning Agency (TRPA). Cascadia has been primarily testing changes to the following standards:

- Maximum Density
- Maximum Coverage
- Maximum Height
- Height Roof Pitch Requirement
- Minimum Setbacks
- Minimum Parking Ratio

Phase 1 tested the impact of alternative development standards on targeted housing types such as a duplex, a fourplex and a multi-family building. Phase 1 tested alternatives to density, coverage and height only.

The goal of Phase 2 is to identify all major barriers to multi-family development and test the removal of those barriers and make it more financially feasible for developers to build workforce, moderate and/or affordable housing.

TRPA code changes alone are not enough to produce units affordable to workforce.

While changes to TRPA code can improve unit affordability, changes to local jurisdiction code are also necessary to make it feasible for development to produce housing affordable to Tahoe's workforce.

Zoning reforms can only do so much to create more deeply affordable units. Illustrated by 'Maximize Affordability' scenarios, code changes can only go so far to help make it feasible to produce units that are affordable to households making less than 120% AMI. Sometimes it requires some subsidy or cost reductions to feasibly produce units affordable at these levels

UPCOMING: June 14, 2023 Update on Phase 2 Housing Amendments: Land use code innovation to promote affordable and workforce housing.

The TRPA Governing Board has directed the agency to work swiftly and collaboratively on solutions to the housing crisis impacting the region. Studies, feedback from local government partners, and community sentiment continue to show the deepening impact of demographic changes on housing affordability in **Tahoe and in mountain communities across the West. As market demand for second homes and high-end units increases, there are less opportunities for workers and families to live within the region.** Businesses struggle to remain fully staffed and more residents are forced to relocate outside the basin, which increases traffic and vehicle emissions that harm the environment. **Not to be ignored, as stated above, there is demand for second homes that are being utilized personally and as vacation home rentals where the VMT impact has yet to be analyzed. The conundrum is balancing the need for the workforce but also the right to purchase a second home as TRPA has a cap on development My opinion, Exempting Accessory Dwelling Units from the cap is GROWTH INDUCING violating the growth management initiative in the ordinances.**

The Financial Feasibility 2.0 analysis and TRPA's initiative to allow more flexible height, density, and land coverage standards are part of the longer-term priorities identified by the Working Group and would encourage more private sector investment in affordable and workforce housing. **Proposing to change coverage standards is a slippery slope as related to environmental issues. Not to be ignored is a requirement for a Threshold Feasibility analysis** and local nexus issues of increased densities, etc. that are not discussed.

1) Fair-share distribution of where multi-family homes will be overlaid into single family areas, could have push back if not done fairly. Tahoe Vista and Kings Beach has more than Tahoe City.

2) Parking reductions proposing on-street parking where there will a worker or full-time resident competing with the tourists which will cause additional GHG issues by driving around just looking for a parking spot. Paid parking by employees already struggling needs evaluation

3) Scenic degradation will occur along roadways and potential increased noise issues in neighborhoods with proposed height, density and massing increases, etc.

4) Density redefined as Floor Area Space is still density. This needs further evaluation

5) Over-crowding of beaches causing near-shore degradation is already an issue

6) Evacuation issues complicated with more people located in residential areas and routes to evacuate more overcrowded. Add the yet to be accountability of Vacation Home Rental population to all equations.

This will sound all too familiar. Tahoe isn't the only area/region with similar issues

Hawaii housing crisis has Maui pushing to phase out 3,000 short-term rentals December 2021
<https://www.sfgate.com/hawaii/article/maui-to-phase-out-3000-short-term-rentals-16649298.php>

These issues seem to highlight the deep complexities and systemic failures inherent in trying to execute solutions for Hawaii's complicated real estate system.

Same on this island: Lake Tahoe.

"This past year, as visitor numbers reached their peak, housing prices did as well. [According to the Realtors Association of Maui](#), in September, the 12-month average median price for a home on Maui rose to \$965,000, an increase of 26.7% from the previous year."

"We have way too many tourists for our infrastructure to handle and we're trying to stabilize the situation," she told [Hawaii News Now](#), adding that she hopes this will unlock more long-term opportunities for residents."

"In 2006, Maui adopted a [workforce housing policy](#) requiring new residential developments to designate 50% of their units as affordable housing. [Developers were concerned](#) that reduced revenues from the policy requirements made it financially unfeasible. The unintended consequence: Development largely halted for years."

"In the meantime, short-term rentals on the island grew exponentially, more properties were being purchased mainly by wealthy out-of-state buyers, while new luxury developments were being erected all over the island. This has not only raised rent to astronomical prices, but in some cases resulted in local residents being evicted [so owners could sell their property at top dollar](#)."

"Earlier this month, another bill was passed to prioritize longer term residents on the wait list for affordable housing. [The bill also stops mortgage steering](#) by developers and prevents affordable housing units from flipping to market rates and then being sold to off-island buyers."

"We can't really build our way out of this crisis," Paltin said."

"We don't want every square inch of this island to be covered in housing," he explained. "It's not good for the island. And it's not good for the culture. We need to respect that, and some of these lands are really important and sacred. [They] should be preserved. So, I don't want to say that building is the answer. But smart building, smart development with higher density and lower footprint in areas that can support more."

https://fortune.com/2023/06/06/housing-market-broken-zoning-affordability-millennials-building-tiny-homes-backyard/?itm_source=parsely-api June 6, 2023

The housing market is so broken that many 40- and 30-something millennials have no choice but to build homes in their parents' backyards "Over the past century, the U.S. has lost a rich variety of living options because of the homogenization of zoning policies that prioritize single-family housing, as well as developers' desire to have inexpensive and easily replicated building plans."

"To accommodate these living situations, a range of housing types emerged: multifamily apartment complexes, housing cooperatives, and duplexes and triplexes.

There were also accessory dwelling units, or ADUs, which are sometimes called granny flats, backyard homes, in-law suites, or backyard cottages.

These terms all refer to essentially the same thing: an additional unit of housing on a single lot, typically smaller in square footage than the main residence. They include full amenities: a kitchen and a bathroom, along with a separate entry from the primary dwelling. ADUs can either be attached to or detached from an existing house and can either be built from the ground up or be converted from existing spaces, like garages, basements, or attics.

You may have heard of minimalist living trends such as [van life](#) and [tiny homes](#), but the ADU was the original compact housing."

"ADUs can also fill the gap of much-needed "[missing middle](#)" housing. Many new neighborhood developments are marketed as "luxury" and try to take advantage of hot markets by maximizing price points. Affordable housing is typically developed by government housing authorities and nonprofit developers who attempt to meet the pressing housing needs at the lower end of the economic spectrum.

Alternatively, housing that caters to middle-income people is typically nonsubsidized through traditional government funding mechanisms but fills a need that many for-profit developers can't meet. These are usually smaller homes that attempt to appeal to a variety of [price points and lifestyles](#). Many ADUs could fall into that category."

"California leads the way To be sure, [there is plenty of opposition to ADUs](#). It often appears from local residents who fear that there won't be enough parking spaces to accommodate new neighbors and that adding more dwellings to their neighborhoods could decrease property values."

Please be mindful we don't have a blank slate and in-fill can be very challenging. Full disclosure of neighborhoods, possibility of land use exchanges with USFS, etc. necessary.

Anyone reading or receiving this information should listen in on June 14,2023

TRPA Local Government & Housing Committee June 14, 2023 beginning at 1:00 p.m. in the TRPA Offices and on Zoom <https://www.trpa.gov/event/local-government-and-housing-committee-hybrid-meeting/>

Marja Ambler

From: James Lyon <jim@lyonfamily.tv>
Sent: Sunday, June 11, 2023 6:41 PM
To: Marja Ambler
Cc: Paul Nielsen
Subject: Local Government Housing Committee - June 14 Meeting

Hello Ms. Bettinger,

Please pass my comments to the Housing Committee for review prior to the meeting, as I will not be able to attend due to business constraints.

Dear Housing Committee:

I strongly object to the current path TRPA is on. More and more intensity and density development – the urbanization of Tahoe. This is a complete failure of the TRPA mission.

Our mission is to lead the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region, while improving local communities, and people's interactions with our irreplaceable environment.

In 2012 TRPA claimed public/private partnerships would build large projects as the way to fix lake clarity. It DID NOT. What we got was more overdevelopment - a disaster of a project in Homewood where the developer is trying to exclude the public, overdeveloping and intensification in Crystal Bay (Waldorf Astoria), more mega-mansions, and the list goes on. The recent increase in lake clarity is an anomaly cause by the once in a century water turnover.

TRPA has not done a full capacity study since 1982 when TRPA adopted Resolution No. 82-11, which adopted Thresholds for the Lake Tahoe Region. Before an amendment to TRPA code and any implementation documents are considered, I believe there should be an updated environmental analysis based on existing conditions and populations affected.

Traffic is a major problem and there are just more and more cars on the roads. These roads are not getting any wider to add carrying capacity. SR28 and SR89 are falling apart and are parking lots due to congestion. There is no fix for this – there is no way to widen these roads! And the roads should not be widened!

There are many programs that can be implemented that do not require urbanization – reduction or elimination of Short Term Rentals, which would put housing stock back into play for the work force; Limit house size to cut the mega-mansions for the ultra-rich while implementing the State ADU laws; Require large employers to house on site (Palisades, Heavenly, the Casinos).

Unfortunately, TRPA is influenced by the money...all we have to do is to follow the developer money and political contributions to groups like the Prosperity Center. They have self-anointed themselves as a quasi-government wannabe! This is developer and political money speaking – only focused on lining their pockets with profits through more and more building!

TRPA needs to take a pause, re-assess carrying capacity and effect of cumulative impacts since 1982. No more development until a full assessment is completed and presented to the public! It is time for a building moratorium in the Tahoe Basin!

Regards,

Jim Lyon
Tahoma

Marja Ambler

From: James Treanor <james@treanor.com>
Sent: Tuesday, June 13, 2023 12:26 AM
To: Marja Ambler
Subject: public comment

Please distribute to committee and board:

I request that this statement be read at the meeting dated June 14th, 2023 if possible.

Hello,

TRPA has for 50 years sought to protect the environment of the Lake Tahoe watershed and it has done a good job at that. The recent reckless proposal to relax coverage requirements for multi-family housing is contrary to the mission and purpose of TRPA. TRPA's mission has always been to restrict growth and coverage so as to protect the lake from unfiltered runoff. The idea that multi-family housing should be exempted from plan and purpose is reckless and creates a slippery slope. What's next, we need more commercial development, and we exempt that? We need more single family housing, and exempt that too? How about we need more heavy industry to support the local economy? Maybe a pulp and paper mill, that would be a good employer and there are plenty of trees... If we exempt all these things, then what is the purpose of TRPA? Obviously the answer to that is there is none.

"Our mission is to lead the cooperative effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region, while improving local communities, and people's interactions with our irreplaceable environment.

The purpose of TRPA has always been to protect the watershed and the wildlife from human intrusion. The new revised proposal to exempt multi-family means that TRPA proposes that multi-family occupants, typically low-income residents, are more important than the lake and the wildlife. This is false, the ecology and wildlife are most important, and the human species that inhabit it are secondary to that. If the unique ecology is to be protected, there always must be insufficient housing for every human that wants to occupy it. Let's put down the arrogance of 'this time is different, it is urgent, etc.' The lake will go on and we need less housing and occupants, not more.

I grew up in California, attended Berkeley, and live in Tahoe. I hope that my voice can be counted.

Thank you,
James Treanor

Marja Ambler

From: Jeff Lamppert <jeff@lamppert.com>
Sent: Monday, June 12, 2023 11:52 AM
To: Marja Ambler
Subject: Overdevelopment is not good for the Tahoe Basin

Hello,

Some points I'd like to share with you.

Fire evacuation and safety is a REAL concern with these proposed changes TRPA is considering to allow increased density. A roadway by roadway fire evacuation capacity evaluation needs to be completed for the safety of all.

" I understand that TRPA wants to concentrate development in town centers but do you really think these people are going to take the free public transportation? How do they get to Tahoe in the first place? This is not a CITY!"

" I'm not against progress but feel our local government needs to consider development in a sensible way (thru encouraging redevelopment) and consider the quality of life and safety of all who live and visit the north shore."

" The increase of algae I've seen in the lake the past couple years gives me grave concerns. Increasing the number of people living in the basin certainly isn't going to help the problem, TRPA needs to ban fertilizers along with the other measures in place.

" With the considerable increase in traffic and 2-3 hr delays seen this past winter, is it smart to allow an increase to density in proposed developments in the basin? It's bad enough coming from Truckee where development has been allowed."

" Why can't TRPA just work within the limits already established, obtain current environmental impact studies and find ways to encourage sustainable redevelopment options.....Sustainable Development is our Future NOT Over Development"

" We DON'T need more Luxury Townhomes, we DO need more Affordable Housing for our workforce. Maybe you should consider One Luxury Townhome built for every Affordable Housing Unit. We need to fast track permitting for affordable housing.

The project is taking years and ground should have been broken 2 years ago.

" If there is a fire in the basin and you allow more people with all these projects to continue and don't consider evacuation accurately, you put me and my friends in harm's way"

" Overdevelopment without real assessment of its effects on the lake and to residents and visitors alike, is cooking a recipe for a disastrous situation."

" Please don't destroy everything that makes Tahoe one of the most beautiful and unique natural mountain lake communities."

" The gorgeous lake and nature around have been a part of my life for as long as I can remember. However, all these things that I cherish are at risk - from fires, pollution, overdevelopment, overuse and traffic. Why can't we protect them better?"

Regards,
Jeff

Jeff Lamppert Photography

jeff@lamppert.com

530-412-1000

Marja Ambler

From: Jocelyn Schuman <jocelynschuman@me.com>
Sent: Monday, June 12, 2023 10:38 AM
To: Marja Ambler
Subject: Keeping north Lake Tahoe safe, charming

To whom it may concern,

We have been coming to Tahoe for over 30 years. We lived in south shore for six months and ended up buying our home in North shore because we loved the quaintness and charm of the north shore.

As the years have gone on many changes have been made that are ruining what we love about the north shore. No one that lives on the north shore wants it to turn into south shore. We don't have the infrastructure to support the massive crowds with huge hotels. We have 2 lanes of traffic, south shore has 4. The traffic flow has become a nightmare coming through Kings Beach since the roundabouts were put in. We don't have the housing for workers to live up here so with these heavy crowds we are seeing restaurants being short staffed and angry customers. More piers being added.. When we built our house there were so many restrictions with the TRPA to protect the lake and what you are proposing with the added residential buildings, piers, roundabouts goes against everything that you were trying to protect in the first place. The lake.

Adding buildings that are 5 stories tall will change the dynamic of the area and take away what we all love. Again we don't have the infrastructure on this side of the lake for overcrowding.

Please come out and talk to the people that live in the northshore. You will understand why we are so against all of the changes coming that TRPA wants put into play.

We urge you to listen to the people that live here and love our community.

Thank you,

Regards,

Jocelyn Schuman
(480) 695-7779 cell

Sent from my iPhone

Marja Ambler

From: Katharyn Cooper <coopka@aol.com>
Sent: Sunday, June 11, 2023 12:50 PM
To: Marja Ambler
Subject: Development

STOP the madness of unfettered, monied area growth and START doing what you are there for - PROTECTING the LAKE and surrounding area from destruction by development.

What happened to careful, slow, thoughtful planning that would not negatively impact the Lake or the surrounding area?? You know - why TRPA was formed... money talks more importantly than local people and normal property owners (not big investors), with NO consideration for the good of the area, the Lake, the wildlife or safety of any kind.

Katharyn Cooper
9166000874

[Sent from the all new AOL app for iOS](#)

Marja Ambler

From: Kathleen Uskert <kathleenuskert@charter.net>
Sent: Monday, June 12, 2023 10:32 AM
To: Marja Ambler
Subject: Re: Public Comment regarding Proposed Height, Density, and Coverage Code Changes within the Tahoe Basin

To the TRPA Board,

I find it unconscionable that you would consider changing rules meant to protect a natural & national treasure, Lake Tahoe, to appease developers whose only motivation is their profit margin. The North Shore has been a destination for visitors seeking the quiet and rustic beauty of our communities for years. Overdevelopment is unwanted, unnecessary and will put all of us that live here, as well as visitors, at risk. Fire evacuation is a REAL and EVER PRESENT danger. The current traffic congestion cannot absorb more density, and public transportation is NOT on the radar of those you are trying to attract with high end developments.

I recently visited Jackson, WY and discussed development with a local real estate appraiser. She indicated that even with all their development, they are strictly adhering to a 3 story height limit so as not to impact the scenic quality of the area. We NEED to adhere to limits so as to protect the scenic quality of our beloved Lake Tahoe.

Please consider more responsible redevelopment, we DO NOT need more Luxury accommodations, but we DO need more Affordable Housing. Let's work together to achieve that.

Kathleen Uskert
Tahoe Vista, CA

Sent from my iPad

Marja Ambler

From: Lara Pearson <lara@brandgeek.net>
Sent: Sunday, June 11, 2023 8:05 PM
To: Marja Ambler
Subject: Housing Committee comments ~ please distribute

Dear TRPA Housing Committee members:

I hope this finds you each feeling vibrant.

What is not vibrant presently, is Tahoe's housing situation. Most of the people who work here cannot afford to live here. Had I not purchased my home in Incline in 2016, this would include me.

I have resided in Incline full time since 1998. I've been a business owner here since 2002, and recently joined the Board of Directors of the League to Save Lake Tahoe, although it is in my personal capacity that I write to you now.

Unfortunately, we have clear evidence of the failure of greater height, density, and land coverage standards, "to encourage more private sector investment in affordable and workforce housing" with Nine47 Tahoe right here in Incline Village, Nevada. Instead of affordable/workforce housing, we're getting 40 luxury condos (aka "mulit-family housing"), *starting at \$2.5mm*. That's not affordable, even for me, a practicing Nevada attorney for the past 24 years! The owner of Nine47 owns another parcel zoned for 40 units, which he claims he will dedicate to workforce housing; would it make sense to require that be constructed first?

The proposed amendments, while intended to begin to address Tahoe's workforce housing crisis, are likely to do more harm than good, especially with the inclusions for "mulit-family housing," rather than solely deed restricted affordable housing.

Additionally, the Wildfire Preparedness and Evacuation Section of the Staff Report states that, "[t]he proposed housing amendments will not result in an overall increase to development potential in the basin . . ." This does not make sense to me. The addition of *any* housing units and vehicles seems as if it will contribute negatively to Tahoe's wildfire evacuation challenge, as the more people and vehicles there are in the basin, the longer evacuation wait times will be. My understanding is that most workers, from our Sheriffs, to our nurses, to our teachers and our hospitality professionals do not presently live within the basin. These housing units would enable them to move into (or back into) the basin, increasing the area population and vehicular traffic.

I urge TRPA to put these policy changes on hold, while other solutions (i.e., significantly curtailing STRs) are examined more closely and their impacts and unintended consequences weighed against the perceived or desired benefits of these plan changes.

We in Incline are seeing first-hand what happens when your proposed policy changes fail. Please learn from this mistake; don't repeat it!

Thank you for your time in considering my comment.

Warmly,

Lara Pearson (she/her/hers) [[Why pronouns?](#)] ([Hear how I say my name](#))
Law Office of Lara Pearson Ltd, PBC
Leader, Brand Geek
A Law Firm Run by and for SoulfulpreneursSM
Lara@BrandGeek.net | Ph: 775.833.1600 | [My bio](#)

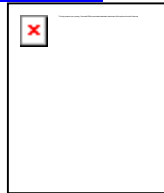
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Protecting the Brands that are Changing the World®
Protecting the Businesses that are Changing the World®
Protecting the Brands of Soulfulpreneurs®

Leading the way, we belong to: 1% for the Planet (since January 2006), Certified B Corporation (since February 2008) & American Sustainable Business Network (formerly SVN) (since January 2009).

Save the planet! Please don't print.

I humbly acknowledge that this email is being sent from the unceded traditional lands of the first people of Lake Tahoe, the Washoe or Wašišiw ("people from here," sometimes translated as Wa She Shu) of the Great Basin, past, present, and future. I honor with gratitude this sacred land itself and the [Washoe Tribe](#).



Marja Ambler

From: Ladd Austere <laustere@gmail.com>
Sent: Sunday, June 11, 2023 9:17 PM
To: Marja Ambler
Cc: Niobe Burden
Subject: Public Comment regarding Proposed Height, Density and Coverage Proposed Code Changes with the Tahoe Basin

Hello TRPA,

Please consider the following as my "Public Comment" regarding the Proposed Height, Density and Coverage Code Changes within the Tahoe Basin.

I would very much prefer that the TRPA continue to work within the limits and codes that are already established, and obtain current environmental impact studies to find ways to encourage sustainable redevelopment options. Given the already high impact of the current population in the Tahoe Basin that includes high season tourist surges, *Sustainable Development should be the Future for the Tahoe Basin; NOT Over Development*. The proposed new codes will allow dramatic over development in the basin that will result in overcrowding that is detrimental to both the environmental health of Lake Tahoe and the well being of current residents and tourists.

Please help keep Tahoe Blue, and turn down these new proposed development codes.

Sincerely,

Lawrence Austere
353 Fawn Lane
Tahoe Vista, CA

--

Ladd Austere
925.818.8358 Mobile

Marja Ambler

From: Michael Gorman <michaelgorman1947@gmail.com>
Sent: Monday, June 12, 2023 9:01 AM
To: Marja Ambler
Subject: Developement

NO MORE-----

Marja Ambler

From: Nancy Leonard <mswolco@gmail.com>
Sent: Monday, June 12, 2023 11:44 AM
To: Marja Ambler
Subject: proposals

We have major traffic issues here during the high months currently. Allowing for more development does not make sense. We chose this area of Tahoe for specific reasons. If we wanted to avoid crowding we would have moved to South Lake. Please leave us the way we are.

Nancy and Bill Leonard
Knotty Pine Dr

Marja Ambler

From: Nora Leeder <noraleeder@mac.com>
Sent: Monday, June 12, 2023 11:08 AM
To: Marja Ambler
Subject: TRPA wants to ruin N. Lake Tahoe.

Dear TRPA,

My husband has lived in Tahoe since 1962 & I moved here in 1978. How our community has changed. Many of our friends had to move to find work in the 1980's due to the building moratorium that the TRPA mandated. Now your doing a 180 degree turn & allowing to maximize building to zero setbacks & no parking spaces. Our N. Lake Tahoe is full of blight. Nothing has been done for years with run down hotels throughout our area. Why would you not focus on these areas before developing new areas? I do not know one person who's in favor of your new building rules. Everyone is so disappointed with the way you are ruining our community.

What about evacuation from a wild fire? " Fire evacuation and safety is a REAL concern with these proposed changes TRPA is considering to allow increased density. A roadway by roadway fire evacuation capacity evaluation needs to be completed for the safety of all."

Do you not care for who already lives here? " Why can't TRPA just work within the limits already established, obtain current environmental impact studies and find ways to encourage sustainable redevelopment options.....Sustainable Development is our Future NOT Over Development"

Why do you want to over develop our beautiful area? There is only one Lake Tahoe. Please do not destroy it!

Thank you,

Nora Leeder

530-386-0599
293 Fawn Lane
Tahoe Vista, CA 96148

Marja Ambler

From: Ray Greva <raygrev@charter.net>
Sent: Monday, June 12, 2023 10:47 AM
To: Marja Ambler
Subject: Re:Public Comment regarding Proposed Height, Density and Coverage Code Changes within the Tahoe Basin

To the TRPA Board,
I believe the TRPA should work within limits already established when considering any/all development. Our quality of life and safety is at stake. Overdevelopment is a recipe for disaster, and bringing more density with more cars will gridlock our roads. If/when there is a fire in the basin you put my family and friends, as well as visitors, at risk.
Ray Greva
Tahoe Vista Resident

Sent from my iPad

Marja Ambler

From: Sara Schmitz <trustee_schmitz@ivgid.org>
Sent: Monday, June 12, 2023 11:13 AM
To: skitumbleweed; Marja Ambler; Jacob Stock; Jeff Cowen; Alexis Hill; Ann Nichols; Sara Schmitz
Subject: Re: Cascadia Partners of Portland Oregon can shove it!!

Tim,

The environment is reeling and the press is writing about it.

Let's hope someone at TRPA will stand up and get them back on track before the damage is irreversible.

I've been sending photos to the Tahoe Water Suppliers Association and they are taking notice. Maybe they'll be able to get through.

I've attached some images of displays from the Monterey Bay Aquarium as ideas to turn the tide.

Get Outlook for iOS<<https://aka.ms/o0ukef>> _____
From: skitumbleweed <skitumbleweed@gmail.com>
Sent: Sunday, June 11, 2023 7:52:00 PM
To: mambler@trpa.gov <mambler@trpa.gov>; Jacob Stock <jstock@trpa.gov>; jcowen@trpa.org <jcowen@trpa.org>; Alexis Hill <ahill@washoecounty.gov>; Ann Nichols <ann@annnichols.com>; Sara Schmitz <trustee_schmitz@ivgid.org>
Subject: Cascadia Partners of Portland Oregon can shove it!!

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

That's my take on the whole matter.

Bunch of evil vultures out to make a fast buck and destroy nature and all things. Might as well be Putin and his dam busting brigade while you are all at it. Seriously.

How much more abuse can Tahoe take? Is TRPA and these politicians that stupid. I suppose so.

By the way...The last warm day up there already there was no decent law enforcement on H28 and vehicles all over the place violating law and creating serious road hazards.

Meanwhile an army of folks storming into the forest directly off the road dragging their coolers across the landscape. And I am sure they left plenty of garbage too.

Take a look at the world already!!!! Do you want to live in that? Like Ukraine? Like all that forest chopped down in Brazil?

You folks at TRPA and the developers that are paying you need to find other ways of making money.

I am astounded at the enormous stupidity of this generation. Absolute total idiots in all directions.

The damage at Tahoe and the East Shore is heartbreaking and immensely evil. I cannot believe that you folks have zero backbone to stop it all. All this is so destructive to yourselves. Why even bother having kids and a family when you value nothing at all. The forest floor destruction is so obvious off H28 as well as the destruction to the road bed. And with all the people it's not a good time folks. It's stupid!!!

What the F are you folks doing up there at TRPA? What good are you?

Just last weekend or so I was pleading with folks to not drag the cooler. They drag it!!! And they cannot handle carrying the garbage and mess back up. I even politely told them that they can't handle the walk and cannot handle dragging the mess out. It's guys like me that pick it up. NOT GOVERNMENT!!! I pick it up.

Most folks don't have my stamina to do these things. And I am getting too old for this nonsense.

MY KIDS TELL ME TO GIVE UP AND WALK AWAY!!! TO FORGET TAHOE AND THAT IT IS A TOTAL LOSS!!!

Even the law enforcement community and fire department community hates all this nonsense.....!!! They hate it!!! It's depressing to them. Everyone knows.

GOD ALMIGHTY IN HEAVEN PLEASE STOP THESE AHOLES!!

How else can one convey that???

How!!??

Tim

Marja Ambler

From: Steve Clayton <sandlclayton@gmail.com>
Sent: Monday, June 12, 2023 11:27 AM
To: Marja Ambler
Subject: TRPA Policy Changes

PLEASE PASS ON TO HOUSING COMMITTEE MEETING DUE THIS WEDNESDAY

I am deeply concerned by the proposed TRPA Planning Policy changes to building codes, which will result in even more pressure on the Tahoe Basin's road infrastructure. We have owned a house in Brockway for over 25 years and now do not use it from June 1 to mid August due to unbearable traffic and crowds. To get a return, on what was solely a vacation house for our own use, we will likely start renting it out for these months. It's a 5 bedroom house, so that means another 2 or 3 cars for each rental period adding to the increases that your proposed new codes will encourage.

Enough is enough and its time TRPA start to act as stewards for the environment - both social and physical - within the Tahoe basin.

Sincerely, Steve Clayton

Marja Ambler

From: Sue Klug <sueklug75@gmail.com>
Sent: Sunday, June 11, 2023 4:06 PM
To: Marja Ambler
Subject: No More Big Development

I have lived in Incline Village for the past 15 years and have never seen anything like the current proposals under consideration. I live here to get away from traffic, the big city and excessive over-development. You are on the brink of destroying that for residents.

I do not want more multi-family homes, more density, more coverage and higher buildings. Please stop this activity and focus on the current infrastructure issues that we are battling. The activity you are pursuing will simply make a bad problem worse.

Thank you,

Sue Klug

423 Fairview Blvd

Incline Village, NV

Marja Ambler

From: Ted Schuman <ted@tedschuman.com>
Sent: Monday, June 12, 2023 1:49 PM
To: Marja Ambler
Subject: Development on the North Shore

Good Afternoon:

I am a homeowner in Carnelian Bay on the water.

I have read many of the proposed changes for the our side of the lake and can't imagine how you think this is going to make this part of Lake Tahoe better. As a lakefront owner I am constantly aware of the congestion trying to get to Tahoe City and Kings Beach in the summer and the ski resorts in the winter. It's already gridlock with the current population and visitors coming to enjoy Lake Tahoe. I tried to get to Palisades last winter over the Christmas break and was turned around 3 of 4 attempts because I wasn't going to spend 2-3hrs to get to the resort. I was backed up all the way to Dollar Hill. That's about 8mi of bumper to bumper traffic. Have you tried to get to Tahoe City from Kings Beach in the summer on a weekend – GOOD LUCK WITH THAT. How about from Meeks to Tahoe City – forget it. Police ride bikes in both areas because they can't move about town to protect and serve our community in a car. I worry about our infrastructure and public safety having the same issues and all these are current problems with current population. You add all these new developments and it might be the end for us here in Lake Tahoe. We already plan our errand running around days and times of the week.

I am all for improving the area while adding value to home prices and enhancing the Tahoe experience with more fun things to do but this simply seems like a money grab. With some of the proposed changes you are going to radically change the charming look and feel of the North Shore forever.

There's simply no room for more people to safely move about. We can't expand our freeways and public safety (police/firre) should be concern #1.

Regards,

Ted Schuman
(800) 231-6264 phone
(480) 270-9494 texting

Marja Ambler

From: skitumbleweed <skitumbleweed@gmail.com>
Sent: Sunday, June 11, 2023 7:52 PM
To: Marja Ambler; Jacob Stock; Jeff Cowen; Alexis Hill; Ann Nichols; Sara Schmitz
Subject: Cascadia Partners of Portland Oregon can shove it!!

That's my take on the whole matter.

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GOD ALMIGHTY IN HEAVEN PLEASE STOP THESE AHOLES!!

How else can one convey that???
How!!??

Tim

Marja Ambler

From: THOMAS O'NEILL <tfxon@sbcglobal.net>
Sent: Monday, June 12, 2023 8:38 AM
To: Marja Ambler
Subject: Proposed Changes

As a 53 year resident of Tahoe City I urge you to take our comments seriously, what you are considering is extremely harmful.

Fire evacuation and safety is a REAL concern with these proposed changes TRPA is considering to allow increased density. A roadway by roadway fire evacuation capacity evaluation needs to be completed for the safety of all."

Tom O'Neill

Marja Ambler

From: Gerald Rockwell <grockwell436@gmail.com>
Sent: Monday, June 12, 2023 6:42 AM
To: Marja Ambler
Subject: Re: Public Comment regarding Proposed Height, Density and Coverage Code Changes within the Tahoe Basin

Dear TRPA board members,

I've lived in Tahoe City since 1975 and have seen the effects of over development at Lake Tahoe, especially at South Shore. Poor planning has allowed far too many people to be driving our roads. Before you allow changes to height, density and coverage codes, an evacuation safety plan needs to be addressed. We do not have adequate roads to allow people to safely evacuate and still allow fire trucks to reach areas of fire. Changing above codes can be a death sentences for those caught in Tahoe during a wildfire.

Sincerely,

Toni Rockwell

Tahoe city Resident

Marja Ambler

From: Zoey Todd <zoeymtodd@gmail.com>
Sent: Monday, June 12, 2023 11:32 AM
To: Marja Ambler
Subject: [BULK]

Why can't TRPA just work within the limits already established, obtain current environmental impact studies and find ways to encourage sustainable redevelopment options.....Sustainable Development is our Future NOT Over Development"