

**From:** [Scarlett Martin](#)  
**To:** [Marja Ambler](#); [Jacob Stock](#); [James Settelmeier](#); [Brooke Laine](#); [Wesley Rice](#); [jdiss.trpa@gmail.com](#); [Belinda Faustinos](#); [John Friedrich](#); [Bud Hicks](#); [Alexis](#); [Vince Hoenigman](#); [Cindy.Gustafson](#); [Hayley Williamson](#); [Shelly Aldean](#); [cisco@gov.sos.nv](#); [Ashley Conrad-Saydah](#)  
**Subject:** Public Comment in Opposition to March 22, 2023 RPIC Meeting Agenda Item 3, Proposed Amendment to Washoe County Tahoe Area Plan  
**Date:** Tuesday, March 21, 2023 12:33:26 PM

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This amendment should be rejected because it really has not had public input nor been particularly well thought through. IF the amendment is passed, it *\*must\** include a reasonable definition of Mixed use.

Previously mixed use was not defined. This is what allowed 947 to develop dozens of condos and call itself "mixed use" by including one small, under 1k sq ft administrative office and have it approved by Washoe County. It still hasn't been approved by TRPA, if I understand correctly.

That is NOT what reasonable people mean by "mixed use."

The ramifications of not defining mixed use could undermine everything Incline seems to broadly agree makes sense as outlined in the previous area plans for special area 1 (area outlined in red in attached map.)

If we can't just hit pause on this while we get more public comment/input then PLEASE at least define mixed use with this amendment so that Incline actually benefits from any development and/or redevelopment. One of the offices in a mixed use development with the second floor devoted to office space could be the administration office for the condos. But we cannot have more 947 developments that have NO real mixed use at all. It was "sold" to the public one way, but the reality absolutely does NOT reflect what the area Plan intended.

Generally mixed use is understood to be something like this:

Parking underground, retail on the first level, sometimes office space or storage maybe laundry rooms for apartments on the second level, and condos or apartments above that. A certain percentage of the housing units (probably condos or apartments) should be dedicated to work force housing, particularly for local teachers, firefighters, nurses, etc. The units need to STAY workforce housing after the first firefighter moves out, also. Or at the very least a different unit needs to be made available.

Most people understand that there are tradeoffs like a bit more height perhaps in developments in order to increase the density of Incline which will make transportation easier, particularly within the commercial district area. That allows the developers to make some money, keeps retail spots available for our local small businesses, and will provide a few affordable housing units as more parcels in the commercial district are developed or redeveloped.

What we cannot allow is for a parcel like Christmas Tree Village to be redeveloped into 40 luxury condos with 1 small admin office, no retail, no thought to how that will affect the Lake and egress from the basis in an emergency, and zero affordable housing units.

Thank you,  
Scarlett Martin

[scarlettmartin@gmail.com](mailto:scarlettmartin@gmail.com)



Incline Village Commercial – Special Area 1 Outlined in Red

Incline Village commercial district map  
Tahoe Regional Planning Agency

**From:** [Bennett](#)  
**To:** [Marja Ambler](#); [John Marshall](#); [Jacob Stock](#); [James Settelmeyer](#); [Brooke Laine](#); [Wesley Rice](#); [TRPA](#); [jdiss.trpa@gmail.com](#); [Belinda Faustinos](#); [John Friedrich](#); [Bud Hicks](#); [Alexis Hill](#); [Vince Hoenigman](#); [Cindy.Gustafson](#); [Hayley Williamson](#); [Shelly Aldean](#); [cisco@gov.sos.nv](#); [Ashley Conrad-Saydah](#)  
**Subject:** RE: TRPA - Please stop the madness in regards to Development  
**Date:** Tuesday, March 21, 2023 1:35:53 PM

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- Stop allowing **Developers to have priority on development** and allowing changes to attract more development. Tahoe is lacking in affordable housing and needs this more than changing rules for Development.
- a basin-wide cap on STRs;
- strict, enforceable controls on how any new housing will be used;
- a traffic study and evacuation plan that includes *all* residents and visitors;
- an honest, comprehensive Environmental Impact Study that looks at the totality of the proposed new developments and their simultaneous impacts on the Basin and the Lake.

Thank you  
Mary Bennett

### **Mary Bennett**

PO Box 3757| Olympic Valley, CA 96146

**T: 530-583-9363**

**E-mail:** [bennett1280@gmail.com](mailto:bennett1280@gmail.com)

**From:** [Sheila Bowman](#)  
**To:** [Jacob Stock](#); [Marja Ambler](#)  
**Subject:** Area Plan Amendments and Code Changes  
**Date:** Tuesday, March 21, 2023 1:23:32 PM

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Hello - I am a resident at Incline Village but have owned and lived at the Lake for about 50 years and have seen a lot of changes. When I was young, I lived on the South Shore but later on preferred the North Side of the lake as it was quieter, or at least it was in the 80's and 90's. However, since COVID I have seen a lot of changes and not changes that I and a lot of other Incline residents like. The price of housing has gone way up and we are overwhelmed with tourists who leave garbage and pet waste everywhere.

The main problem is with house pricing going up, houses and condos have been sold from under a lot of renters or landlords have doubled the rent. As a result, minimum wage workers (aka service workers) can no longer live at the Lake thereby leaving businesses without help.

What concerns a lot of us is the TRPA and the County are allowing developers to build multi-million dollar condos and other buildings when what we really need is low-income housing for our service workers. Also, we do not need any more million dollar properties at Incline, especially buildings with several floors like they have at South Shore. People who live at Incline like it as a quiet residential area.

Another issue is traffic. What if we have another fire and evacuation. How are all these cars going to be able to evacuate on a two-lane road around the Lake. This puts the whole population in danger. There has been talk about making tourist cars pay a fee at the Lake. What we really need is an area for parking before coming into the Lake area and a courtesy bus system for tourists.

The TRPA and the County should stop thinking about money and do what is good for the community.

Sheila Bowman-Meyer  
[sbowman.meyer@gmail.com](mailto:sbowman.meyer@gmail.com)

**From:** [Ken Martin](#)  
**To:** [Marja Ambler](#)  
**Subject:** public comment on proposed amendment to Tahoe Area Plan  
**Date:** Tuesday, March 21, 2023 12:11:13 PM

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Dear Members of the Board of Governors and Regional Planning Committee of the TRPA

Please accept this email as public comment with respect to the proposed amendment to the Washoe County Tahoe Area Plan.

I believe the proposed amendment should not be approved for the following reasons:

- Condominium projects such as Nine 47 do not meet a reasonable standard for being mixed use. A small commercial space paired with 40 luxury condominiums is in essence a pure residential use, which is not in keeping with the community vision for the town center. The increased density residential in the town center was envisioned for affordable housing not high-end single-family use.
- Projects such as Nine 47 could result in a dramatic increase in STRs.
- Projects such as Nine 47 over the long term may crowd out both affordable/workforce housing and potentially a significant portion of the small local businesses that provide essential services and employment. If such condominium projects dominate the redevelopment of Incline's commercial core, the vision of a year-round community will erode. This is not the balance that the Tahoe Area Plan advocates.
- The aforementioned potential impacts of the proposed amendment are significant enough to warrant thorough public discussion. Multiple info/feedback sessions for something of this scale should be required.

I believe that a better definition / set of implementation rules for mixed use developments in the commercial core needs to be developed. I urge you to reject the proposed amendment to the Washoe County Tahoe Area Plan and ensure significant opportunities for public participation in any such amendment process.

Respectfully,

Kenneth Martin  
resident  
Incline Village

**From:** [Rebecca Arnold](#)  
**To:** [Marja Ambler](#)  
**Subject:** Fw: Proposed Incline Village development  
**Date:** Tuesday, March 21, 2023 10:40:50 AM

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[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

**From:** "Rebecca Arnold" <arnoldamore@yahoo.com>

**To:** "jstock@TRPA.gov" <jstock@TRPA.gov>

**Sent:** Tue, Mar 21, 2023 at 10:38 AM

**Subject:** Proposed Incline Village development

We are full time residents. We oppose proposed modification to TRPA specifically as it relates to Incline village and the greater Tahoe basin. What is needed is a basin wide cap on STRs; strict, enforceable controls on how any new housing will be used (workforce housing): a traffic study and evacuation plan that includes all residents a visitors: an honest, comprehensive Environmental impact study that looks at the totality of the proposed new developments and their simultaneous impacts on the basin and the Lake.

Bipartisan Congressional funding is allocated to preserve the national jewel that is Lake Tahoe. Do your duty and uphold the TRPA mission to maintain that level of commitment to Lake Tahoe.

Sincerely,  
Rebecca Arnold  
Robert Amore

[Sent from Yahoo Mail on Android](#)

**From:** [Susan Lisagor](#)  
**To:** [Marja Ambler](#)  
**Subject:** Don't amend Area Plan and make code changes to allow developers to build expensive condos  
**Date:** Tuesday, March 21, 2023 10:19:49 AM

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The Washoe Board of County Commissioners in January inexplicably voted to advance to TRPA an Area Plan amendment to allow luxury condominiums in an area originally limited to mixed-use affordable housing and commercial. This code change would only lessen the probability of affordable housing across the basin, an unacceptable move please do not approve it.

Susan Lisagor  
202 Forest Glen Road  
Olympic Valley, CA 96146

Sent from my iPhone

March 20, 2023

TO: TRPA REGIONAL PLAN IMPLEMENTATION COMMITTEE

RE: Recommendation regarding Proposed Amendments to Washoe County's Tahoe Area Plan to Allow Single Family Condominium Uses in Special Area 1 of the Incline Village Commercial Regulatory Zone

Dear Committee Members:

The proposed wide-sweeping amendment to the Washoe County Tahoe Area Plan, goes against the Vision Statement of the plan and the needs expressed by the community in that plan.

This code change was requested for the benefit of one project yet will affect the entire commercial zone of Incline Village. It is bewildering why one project, located at the far end of the commercial zone, requires a broad change for the entire district.

It is not my intention to hamper needed development or financial gains. I am not opposed to the Nine 47 Tahoe project, despite it not being a mixed-use development. I am not opposed to properly planned redevelopment of Special Area 1 of the Incline Village Commercial Zone.

**However, I strongly implore the members of the Regional Plan Implementation Committee to adequately plan for the current and future needs of the Incline Village community and its residents.**

**Before proceeding further with this proposed amendment, please give the residents of Incline Village the courtesy of a reply on two pressing issues directly related to the amendment:**

***#1 – Walkable Town Center***

- The documents prepared by Washoe County and TRPA Staff in support of this amendment refer, numerous times, to a “walkable town center.” Incline Village does **not** have a “walkable town center” now and amending the TAP will not create a “walkable town center.”
  - **The supporting documents state on page 433: “The Area Plan has, thus far, not helped achieve the goal of creating walkable communities...”**
- The addition of airspace condominiums will not create a “walkable town center.” This is a naïve and uninformed statement and does not recognize the reality of the pedestrian experience in our town center. The proposed amendment will simply add more people

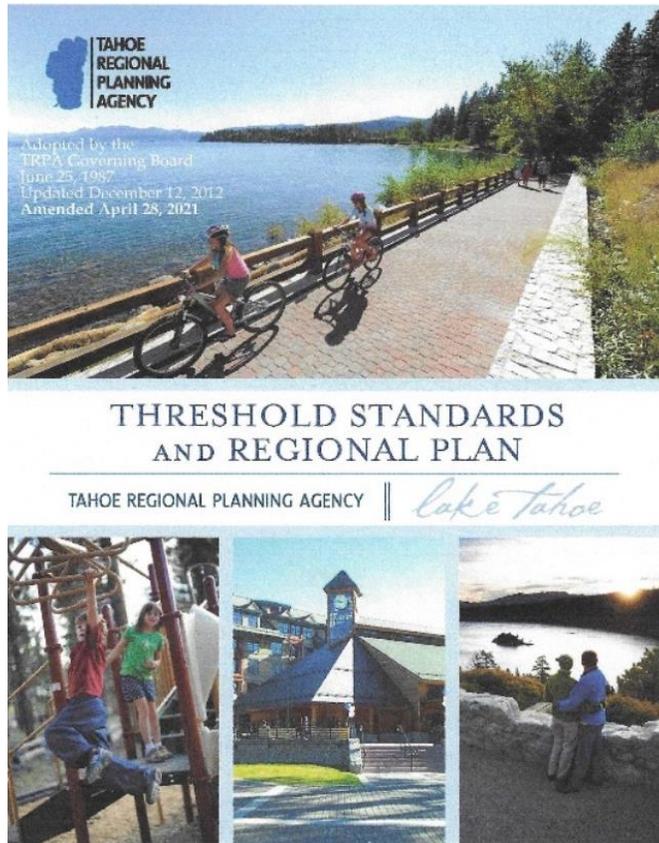
**to an already unsafe situation, putting lives at risk and costing more tax-payer dollars in public safety and medical resources.**

- A “walkable town center” is created by organizations such as TRPA, Washoe County, and NDOT who have the authority and the mandate to make needed improvements and to implement programs previously adopted and approved by TRPA such as *Complete Streets*, *Vision Zero*, and other established actions such as traffic calming street engineering that improve safety.
- These are the facts:
  - The Incline Village Commercial Zone consists of parcels on either side of our “Main Street” which is actually a State Route highway (SR28) with a 35-mph speed limit and an actual average speed of 45-mph or more. Much of the traffic is heavy trucks, buses, and other commercial vehicles. The balance is mostly pick-up trucks and large SUV’s. All are lethal weapons when driven by a distracted, impaired, or reckless (speeding) driver.
  - There are numerous intersecting driveways making this stretch of SR28 a further danger for exiting vehicles as well as for pedestrians and cyclists attempting to safely cross the driveways without being hit by a vehicle.
  - Those that value their safety do NOT walk along “Main Street” SR28, even on the limited and poorly designed sidewalks. Ditto for cyclists.
  - Some of us need to cross SR 28 as pedestrians and in doing so, we put our lives at risk.

*Personal Note: I am the victim of one of the many pedestrian crashes along SR28. I was severely injured on March 14, 2021 - hit by a reckless driver of a SUV when I was legally crossing SR28 in a crosswalk, with the “walk” signal in my favor. My body was thrown over 11 feet into oncoming traffic. I should be dead. Instead, it took in excess of a million dollars and over a year to physically heal. I am still mentally broken and will carry the scars of this crash with me for the rest of my life. **Please, no sympathy but rather take action so no one else is injured or, even worse, killed.***

- Right now, Incline Village “Main Street” SR28 is not safe for pedestrians, cyclists, and many vehicles. The crash rate speaks for itself. **Development in the form of higher density mixed-use buildings will not correct this or make the town center walkable.**
- Commissioner Hill secured funds for a Washoe County Tahoe Transportation Study for which we are deeply grateful. It was no surprise that the related survey results show that **safety is the #1 concern of the community.**
  - Yet the Transportation Study recommendations do not include any near-term (one to five years) safety improvements to SR28/Main Street other than “traffic signal timing and improvement” already scheduled by NDOT to address aging traffic signals already in place.

- My repeated requests for a lower speed limit and pedestrian intervals, low-cost and proven methods to make streets pedestrian friendly, have gone unanswered. I have not been given a reason why either of these safety measures cannot be implemented.
- In the Washoe County Tahoe Transportation Study, the fact that Crystal Bay, King’s Beach, Tahoe City and Stateline all have 25-mph speed and Incline Village is penalized with a randomly enforced 35-mph limit was not addressed.
- The staff reports for this proposed amendment to the Washoe County TAP also speak of TAP “Threshold Standards.” Please refer to this document:



- Page 3.6 states:

*4.11 Level of service (LOS) criteria for the Region’s highway system and signalized intersections during peak periods shall be: “C” on rural recreational/scenic roads; “D” on rural developed area roads; “D” on urban developed area roads; “D” for signalized intersections. Level of Service “E” may be acceptable during peak periods in urban areas, but not to exceed four hours per day. These vehicle LOS standards*

may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.

- Note that the Incline Village intersection on the east entry to the Commercial Town Center at SR28/Southwood/Northwood is rated at **LOS F, two levels below what TRPA has published as “acceptable” on rural/scenic recreational roads.** SR 28 is designated as a scenic highway.
- The following chart is from page 14 of the December 12, 2021 study which was attached to the original application from PALCAP FFIF TAHOE1, LLS to develop the property at 947 Tahoe into a 40-unit condominium. (The report is titled “Incline Residential Tahoe/Southwood Transportation Study,” Prepared for Greenwood Homes, 940 Southwood Blvd. #101, Incline Village, NV 89451. Prepared by LSC Transportation Consultants, Inc., 2690 Lake Forest Road, Ste. C P.O. Box 5875, Tahoe City, CA 96145.)

**Table 6: Incline Village Residential - Existing Intersection LOS Summary**

Intersection	Control Type	LOS Threshold	PM Existing No Project		PM Existing Plus Project	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
			SR 28/Village Blvd	Signalized	D	15.1
SR 28/ Southwood Blvd/ Northwood Blvd (East)	TWSC	D	<b>99.7</b>	<b>F</b>	<b>105.4</b>	<b>F</b>
Southwood Blvd/Site Access	TWSC	D	0.0	A	9.7	A

**BOLD** text indicates that LOS standard is exceeded.  
 TWSC = Two-Way Stop-Control; AWSC = All-Way Stop-Control  
 NOTE 1: Level of service for signalized intersections is reported for the total intersection.  
 NOTE 2: Level of service for roundabouts and other unsignalized intersections is reported for the worst movement.  
 Source: LSC Transportation Consultants, Inc.

- Please note that Level of Service (LOS) only takes into account vehicle traffic and not pedestrians, cyclists, or complete streets guidelines, thus, making a rating of “F” even more dangerous for a “walkable town center.”
- A pedestrian puts themselves at risk when trying to cross SR28, Southwood, or Northwood at this intersection. It is frightening and dangerous. I speak from experience.

**Why isn’t TRPA insisting on their own thresholds being followed? Instead, the supporting documents for the proposed TAP amendment state, numerous times, that all TRPA thresholds have been met. This needs to be reexamined.**

**Before Incline Village can realistically have a “walkable town center,” we need the cooperation of TRPA, Washoe County and NDOT to urgently make safety improvements along SR28. Without this assurance, Incline Village will NEVER have a “walkable town center” or a safe “Main Street.” To believe otherwise is complete folly.**

Side note: It is ironic that page 443 of the Board Packet states: *“The Area Plan has, thus far, not helped achieve the goal of creating walkable communities;”* as a reason to approve the proposed amendment allowing luxury condominiums. The TAP was updated less than two years ago. There is a vital intersection at the east end of the Commercial Zone, rated “F” which requires attention to make the community “walkable.” NDOT says they will improve the intersection in 5 to 10 years (per the Washoe County Tahoe Transportation Study). This is upside-down planning. Two years to amend the TAP to allow for condominiums vs. five to ten years for intersection improvements. Improve the intersection first.

Adding the option to tear down existing aging commercial structures in favor of luxury condominiums, without making pedestrian and vehicle safety improvements, puts all residents and visitors at risk.

## **#2 – “Mixed-Use Development” Definition**

- The Staff Report included in the packet for the above meeting provides a timeline: November 1, 2022. The Washoe County Planning Commission (PC) reviewed the proposed amendments to Washoe County Code Chapter 110 (Development Code), Article 220, Tahoe Area, and voted unanimously to recommend approval of Development Code Amendment WDCA22-0002 to the Board.”
  - What the supporting documents do not disclose is clearly heard on the recording of the November 1, 2022 Washoe County Planning Commission Meeting. At about 3 ½ hours, the Washoe County Planning Commission members inquired about the definition of “mixed-use.” County Planner Ms. Weiche replied, on the recording, that the County has “an interest in exploring a definition of mixed-use” and she says **“it will be included in any proposed amendment to a code.”**
  - This has not been done.
- The Staff Report states on page 386: “A development code amendment applying this change to the Washoe County Code was approved on January 17, 2023, by the Washoe County Board of County Commissioners. **Commissioners were concerned that the findings did not adequately address the potential impact of condominium subdivision on housing affordability.**” The report continues on the same page:

- “Commissioners suggested that the County **define and set minimum standards for mixed-use development** and affordable housing units in order to strengthen and further define the special policy requiring that single family dwellings in the Incline Village Commercial regulatory zone **are part of a mixed-use development** or are affordable housing units.”
- And the Staff Report also says: “March 8, 2023. The Advisory Planning Commission held a hearing on the proposed amendment and failed to pass a motion to recommend approval of the required findings. **County staff are working to address the APC’s concerns.**”
- **Despite the urging of the Washoe County Planning Commission, the Washoe County Board of Commissioners, and the TRPA Advisory Planning Commission, there is no apparent effort to define “mixed-use” as it relates to this proposed amendment.**
- The project that prompted this proposed amendment has a TINY PERCENTAGE OF FOOTAGE: 925 square feet, LOCATED ON THE SAME LEVEL AS BELOW GROUND PARKING, designated to be an office, and thus, the project is considered “mixed-use.”
- As planners, and stewards of Lake Tahoe, I ask you, does 925 square feet of commercial space, located in the basement, in a project with over 100,000 square feet of residential space, define the project as “mixed-use”? Please see the artist’s rendering that was attached to the June 22, 2022 TRPA Governing Board Meeting where the proposed project was listed as an item in the Consent Calendar and was approved as a consent item, despite public comment requesting a hearing. The MIXED-USE Development was submitted as pictured below. Does this look like a mixed-use development to you?



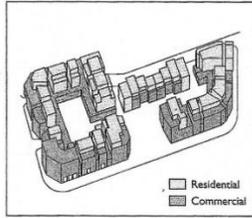
Entrance to 925 sq. ft office- ramp down to basement level. (No visibility from street level.)

(Note: Sidewalk is artist interpretation – it does not exist. Pathway (with pedestrians) **does** exist. Floorplans for basement with parking/office and ground floor with residences/parking are attached).

- Without a definition of “mixed-use” included with the proposed TAP amendment, the floodgates are open for the owner of any aging commercial property in the Incline Village Commercial Zone to sell their property to the highest bidder (most likely a developer) to build a luxury condominium with a 925 sq. foot office in the basement.
- The staff reports states on page 435: “Any future request for single family dwellings will be required to incorporate *a mixed-use component or limited to affordable housing*. **It’s unclear how this proposal would adversely impact the goal of affordable housing in the SA1, this amendment request does not prevent or restrict affordable housing in the SA1**, it only allows for more residential opportunities. The proposed amendment does not impact a property owners’ ability to develop affordable housing projects in SA1.”
  - Again, very naïve ... realistically, history has shown that profits will rule and luxury condominiums will take precedent over affordable or workforce housing.
- Hypothetical examples could include existing Incline Village buildings such as those pictured in the photos, below. If this amendment is passed, what is stopping these owners from selling out to a developer of luxury condominiums?

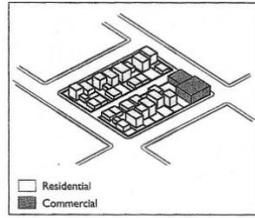


- The American Planning Association publication of Planning and Urban Design Standards says, “Mixed-use developments create vibrant urban environments that bring compatible land uses, public amenities, and utilities together at various scales. These developments seek to create pedestrian-friendly environments, higher-density development, and a variety of uses that enable people to live, work, play, and shop in one place, which can become a destination.”
  - The publication mentions Vitality, Sustainability, and Sense of Community, “Mixed-use developments cater to a diversity of people and uses in one place, thus providing opportunities for community interaction.”
- **A basement office of 925 square feet in a large condo building does not fulfil the definition of “mixed-use.”** This needs to be made clear before any amendment to the Washoe County TAP.
- Below are some visual examples of Mixed-Use – obviously not all are compatible with Incline Village but they provide a range of the interpretation of mixed-use:



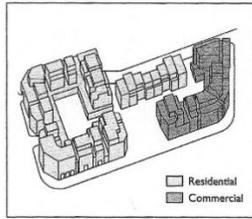
**VERTICAL MIXED USE**

Source: Howard M. Blackson III.



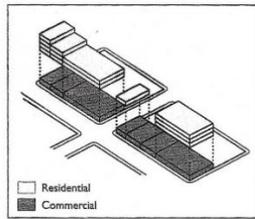
**NEIGHBORHOOD COMMERCIAL**

Source: SMWM.



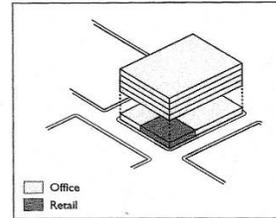
**HORIZONTAL MIXED USE**

Source: Howard M. Blackson III.



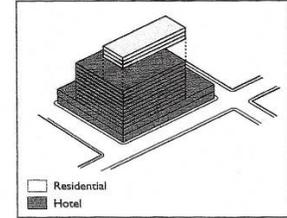
**MAIN STREET RESIDENTIAL/COMMERCIAL**

Source: SMWM.



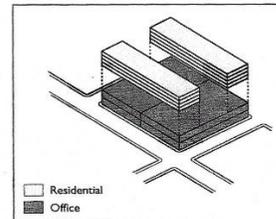
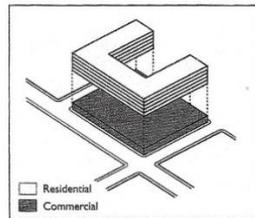
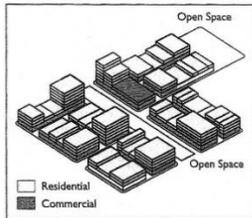
**OFFICE CONVENIENCE**

Source: SMWM.



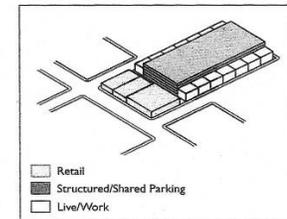
**HOTEL/RESIDENTIAL**

Source: SMWM.



**OFFICE/RESIDENTIAL**

Source: SMWM.



**WRAPPED PARKING STRUCTURE**

Source: SMWM.

In summary, the definition of “mixed-use” needs to be clarified, with specific ratios of residential vs. commercial AND the Washoe County Development Code amended to include the agreed-upon definition and ratios BEFORE proceeding with an amendment to the Tahoe Area Plan that uses the words “mixed-use.” To proceed in any other order is not proper planning, sound policy or good government.

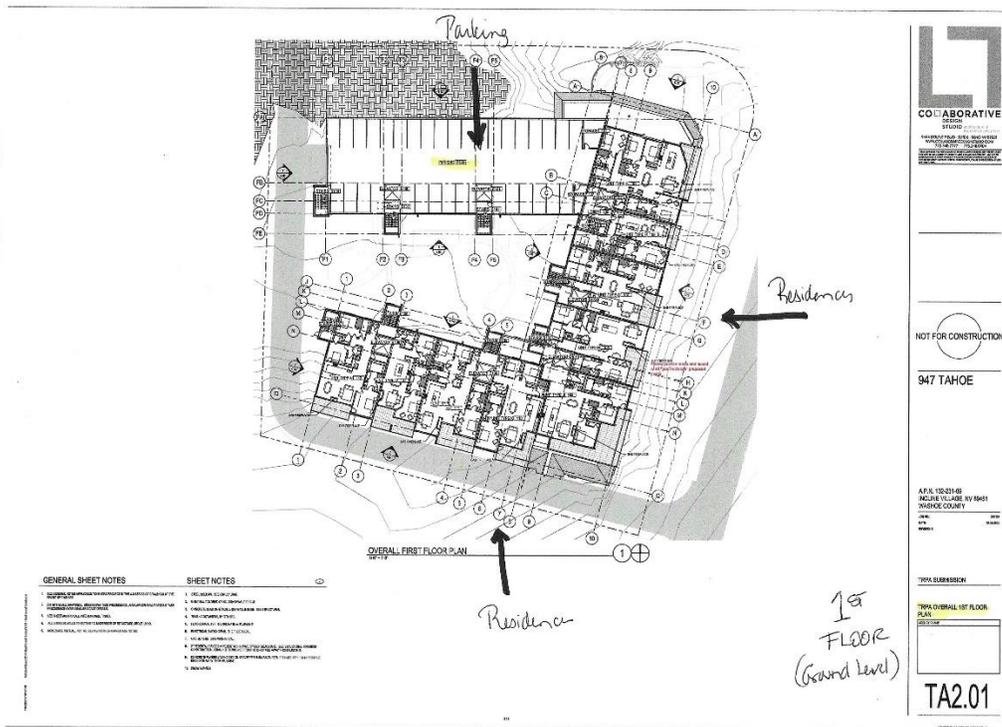
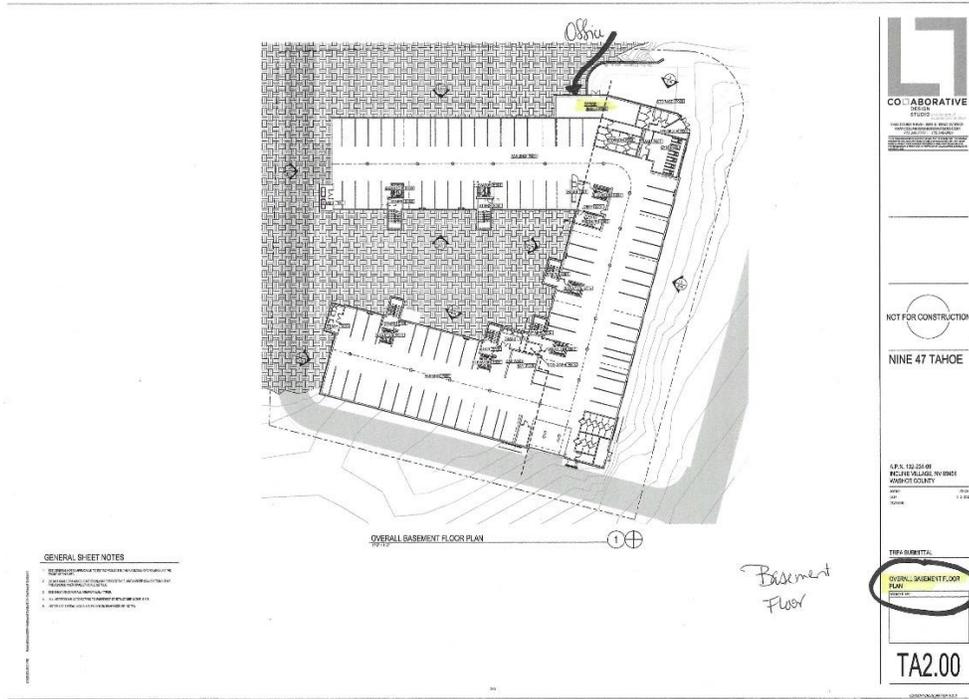
This wide-sweeping code amendment should not be approved for many reasons, including the safety of pedestrians and lack of proper planning parameters. Proceeding without either is mystifying. Please address both of these points, using open meetings, before proceeding further.

And, please find another solution for the applicant of this amendment.

My apologies for the length of this document. Thank you for doing what is right for the community of Incline Village and all of Lake Tahoe.

Helen Neff  
Incline Village Resident

Attachment A – Basement and First Floor Plans for Nine 47 Tahoe Condominium Project



**From:** [Louise Perry](#)  
**To:** [Marja Ambler](#)  
**Subject:** Affordable housing  
**Date:** Monday, March 20, 2023 7:55:14 PM

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To whom it may concern,

My name is Louise Perry and I am unable to attend the public hearing on Thursday, March 23, 2023 because I have to work. In lieu of my attendance I submit the following public comments and ask that they please be made of record.

I'm moved to the Lake Tahoe area in December of 1992. I first lived in Alpine, a year, then moved to Truckee for most two years and by 1995 I had to move to the west shore, by Sunnyside, and fell in love with living in Lake Tahoe. I moved to Incline Village in November of 2015 and absolutely love being here. Didn't think I would like it more than the west shore but I do!

I have been fortunate enough to be able to make a living in Tahoe as a Piano teacher and a nanny but it hasn't made me been able to buy a house. So for all these years I have rented.

I recently read that the TRPA is considering increasing the height, density and coverage for building within town centers. I realize that part this change might be to increase affordable housing but this is not the solution. Lake Tahoe is not a high-rise area. We are living in nature not nature is living with us. New luxury, high-rise, condominiums are just going to create more of a problem, with more tourists, not more affordable housing.

Changes need to be made so we have more housing for the workforce of Lake Tahoe but there are other solutions.

Aspen Colorado has a great program for affordable housing. They hold a lottery every year, the longer you live there the more chances you have of your name being pulled for the lottery. All new developments have to have a certain percentage of the housing/condos to be affordable housing. There are other things they do but that's the major part of it.

Then there are all these short term rentals that used to be long-term rentals. In just my HOA alone there are two Airbnb's that used to be long-term rentals. The HOA that's right next to me has four short term rentals, three of which used to be long-term rentals. There should be a limit on short term rentals.

I recently read that in Incline Village alone 53% of the work force commutes. Nellie, who runs the post office in Crystal Bay, had to move to Carson city because she and her two roommates could not find an affordable rental. She now commutes about two hours a day to work on the North Shore. (She is just one of many that had to deal with that situation)

Since short term rentals have become more popular I have this thought in the back of my mind

that if anything happened to my rental I would have a very hard time finding a place to live. Then Covid happened and all new rental prices have doubled. Now I have the thought in the back of my mind that if anything happens to my rental I may have to move and that would mean that there is one less piano teacher for the children (there's not very many of us as it is)

And finally I just have a question. If the TRPA was put in place to protect the lake how are high-rise, luxury condominiums, that will just create more tourism and traffic, going to do that?

I would like to thank you for listening to and recording my concerns regarding our housing crisis we have here in Lake Tahoe.

Louise Perry  
702 College Dr.  
Incline Village NV 89451

Sent from my iPad

**From:** [Chris Waterson](#)  
**To:** [Marja Ambler](#)  
**Subject:** comments for special area 1 of incline village commercial regulatory zone  
**Date:** Monday, March 20, 2023 7:43:40 PM

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Hello. As a resident of Incline Village for over 15 years, I would like to submit the following comments on the "Amendment to Washoe County's Tahoe Area Plan to Allow Single-Family Condominiums in Special Area 1 of the Incline Village Commercial Regulatory Zone" to be discussed at the March 22 TRPA meeting.

1. It's patently clear that the intent of this resolution is **not** to provide affordable housing, but rather to provide the opportunity for real estate development of luxury condominiums. Would the developers backing this project be willing to fund it if, for example, 80% of the units were required to be affordable housing rather than generally "mixed use"? **I'm all for affordable housing, but if you're going to allow it, mandate that a significant portion (80%) be allocated to that purpose, not to amorphous "mixed use single family condominiums"**. We all know that failure to do so will simply result in more units purchased by second home owners from outside the area.

2. The impact study claims the "The amendment will not have a significant effect on existing environmental conditions as analyzed in the original TAP IEC *because it does not change intensity of development and the proposed SFD use is identical to the existing allowed MFD use in nearly all respects but form of ownership.*" **The impact study does not take into account the actual use of the existing property, which is currently largely undeveloped.** Clearly, developing this land into multi-unit condominiums will have an enormous impact on traffic, congestion, safety, egress, CO2 emissions, and runoff. **We need to understand what the actual impact will be here if we allow this land to be developed with a full environmental and egress study.**

Thank you very much for taking the time to consider these comments.

Yours,  
Chris Waterson  
721 Bunker. Ct.  
Incline Village NV 89451  
415-860-5239

**From:** [Lynn Brown](#)  
**To:** [Marja Ambler](#)  
**Subject:** changes to Tahoe zoning  
**Date:** Monday, March 20, 2023 6:43:06 PM

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Dear TRPA,

Please read the article in the RJG by Pamela Mahoney Tsgdinos. I agree with everything that was said. WE DO NOT WANT HIGH RISES IN OUR TOWN!

**From:** [Alison Appel](#)  
**To:** [Marja Ambler](#)  
**Subject:** Fwd: Comments Regarding Zoning Changes in the Tahoe Basin  
**Date:** Monday, March 20, 2023 6:33:32 PM

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Maria,

I am resending these comments for consideration for the TRPA meeting on Wed, March 22, 2023. Especially the portion of actionable agenda items that are relevant to my home County (Washoe) Tahoe Area Plan.

Thank you!  
Alison Alison

Sent from my iPhone. Spelling errors highly probable!

Begin forwarded message:

**From:** Marja Ambler <mambler@trpa.gov>  
**Date:** December 12, 2022 at 4:32:50 PM PST  
**To:** Alison Appel <alisonappel@gmail.com>  
**Subject: RE: Comments Regarding Zoning Changes in the Tahoe Basin**

Thank you Alison.

-----Original Message-----

From: Alison Appel <alisonappel@gmail.com>  
Sent: Sunday, December 11, 2022 8:21 AM  
To: Marja Ambler <mambler@trpa.gov>  
Cc: Jacob Stock <jstock@trpa.gov>; Karen Fink <kfink@trpa.gov>; AHILL@washoecounty.gov  
Subject: Comments Regarding Zoning Changes in the Tahoe Basin

Dear TRPA Planners and Committee Members and Washoe County Commissioner,

I am writing to urge you consider natural disaster evacuation as part of your planning process for any new developments and code change and regional plan discussions.

Our traffic and traffic patterns have changed considerably since I began living in Incline Village in 2008 after almost a decade in Meyers, CA/SLT. The reduction of lanes through the Kings Beach commercial corridor help to congest traffic up 267 toward Truckee, and also from Incline Village on 28 toward KB, to levels only seen on a rare occasion prior to this. Add to this, more full-time residents and more visitors, we have untenable traffic conditions more often than just the occasional big weekend or holiday week. As you know we are also seeing larger and longer fire seasons, and the old saying, "it is not if, it is when" is more true than ever.

Adding more resorts, condo projects, and more density in areas increases an already bad situation for people who both call this home and people who want to come visit with no consideration of our road system. Throw a natural disaster evacuation into the mix, and what is going to happen? Where is the natural disaster egress plan?

We know after the Caldor Fire and the efforts to evacuate South Lake Tahoe that our side of the lake might fare worse. From Incline Village, we have three 2-lane roads to evacuate 5000+ full time residents plus the possibility of 15K more on a tourist weekend? Where has this been simulated? Depending on the disaster we have the communities of Kings Beach, Tahoe Vista, Carnelian Bay and Tahoe City needing the same roads. We have the pending Martis development that will further restrict 267 traffic.

Where are you looking at this during the regional plan, permitting, and code creation process? You can't take these new developments back once they are allowed and cross your fingers it will all work out. There are no new roads planned. You are potentially creating another Paradise, CA situation with people incinerating in their cars trying to escape. It took reports of 7 hours sitting on 4 lane highway 50 to get people out of parts of South Tahoe area on a 4 lane road. People in Paradise did not have that time and neither will North Lake residents and visitors.

We need some changes to Tahoe development to address housing people who work here along with responsible development and redevelopment, but it needs more variables considered. The currently proposed changes working through Placer County, plus the other developments currently making their way through the North Shore corridor of condos and resorts, appear that you've taken our safety for granted. I can't find any measure of natural disaster evacuation as part of the process. Please make natural disaster egress a part of the permitting and code change process. This is no longer a fire is burning down a house or hotel and make sure the building is up to code, this is a wildfire is barreling toward a whole community.

Thank you for your time and consideration of my comments.

Sincerely,  
Alison Appel

**From:** [Lenty Hagen](#)  
**To:** [Cindy.Gustafson](#); [Hayley Williamson](#); [Shelly Aldean](#); [Francisco Aguilar](#); [Ashley Conrad-Saydah](#); [jdiss.trpa@gmail.com](#); [Belinda Faustinos](#); [John Friedrich](#); [Bud Hicks](#); [Alexis Hill](#); [Vince Hoenigman](#); [James Settelmeyer](#); [Brooke Laine](#); [Wesley Rice](#); [Jacob Stock](#)  
**Subject:** Re: Tahoe Area Regional Plan  
**Date:** Monday, March 20, 2023 5:45:14 PM

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Hi, I have been a resident of Incline Village for 33 years. It has been brought to my attention that a meeting is being convened to possibly amend the Tahoe Area Regional Plan . The Last update of 2012 was evaluated and researched considerably before approval. This time that isn't happening. I am against it being amended unless studies are done in the following areas:

to see the adverse effect of new construction of apartments or condo's, how a cap on STR's could help the Basin, how more cars and boats impact the basin and our beautiful lake and the environment and the greatest threat being all of this puts us at a higher risk for fire and evacuation if needed.. Also we don't need a bike path extended from Sand Harbor to Spooner. The current path has created more cars!

Please please study the impact all these things create for our environment and our Tahoe Basin.

Sincerely,  
Helenty E. Hagen  
929 Northwood Blvd. #4  
Incline Village, NV 89450

**Public Comment TRPA RPIC Meeting March 21, 2023 re Item #3** re proposed zoning code change for SA1 Incline Village, NV in Tahoe Area Plan to allow single family residences (air space condominiums) in this Commercial Town Center Area *Submitted by Carole Black, Incline Village Resident*

**Who's Kidding Who?** Notwithstanding all of the accompanying rhetoric, proposed zoning code change appears driven by a project which is not needed in the community for any reason other than: 1) supporting wealthy purchasers at expense of urgently needed housing development, 2) enhancing tax rolls and 3) placating developer(s) who should have been aware of zoning codes prior to purchasing property.

Attached condos zoned as SFRs is not new – but long-standing in county and TRPA code. Addressing housing was a component of land use design in TRPA's Regional Plan (Thresholds: Housing element: HS-1,2,3) as well as the recently adopted Tahoe Area Plan. Focus included addressing workforce housing in Tahoe Basin: ... per Ms Regan's recent report ... "identifying policy changes that make affordable housing options more feasible and give these projects an advantage over market rate homes."

**Proposed code change will drive the exact opposite of desired results:** create expensive luxury condos on precious town center parcels adjacent to public transit:

1. Pricing \$2.5M+ for sale, or who knows what for rent, is beyond the reach of most local employees and many/? most residents. Indeed I believe even multi-family permit should be revoked because, whether multi-family or condos, this development should be held to prior design standards since building's intent doesn't qualify for the new ones designed to provide more workforce/"more affordable" housing.

2. Project website incorrectly asserts that all types of housing is needed. Rather Tahoe Prosperity Center 2021 report said: "Homes priced over \$780,000 are oversupplied ... most residents are not seeking homes > \$1m" and that more rentals than purchases are need as "the lack of workforce housing is having a significant impact on employers' ability to recruit ... [for] business expansion."

<https://tahoeprosperity.org/wp-content/uploads/Washoe-Tahoe-Housing-Needs-final-9.30.21-Web.pdf>

3. Yet amazingly permit for a multi-use, multi-family building was approved by TRPA Consent Agenda ignoring public request to allow discussion & with a TRPA comment that "it is one of those projects that they are trying to promote as it is housing in a designated area." But, rented (multifamily) or purchased (SFR), this is not the type, price-range of housing that is needed in the designated area and which the Regional Plan was designed to promote.

4. APC last month asked for a definition of multi-use which has not been provided that I could see. A <1000 sq ft isolated "office area" located on non-visible side of huge building with obscure entrance and no direct access to parking doesn't seem sufficient. It may simply be used to house staff administering condo building or files?

5. And concern re STR use/impacts has not been addressed & WC proposed moratorium is an inadequate, easily changed temporary intervention.

6. WC "findings" comments focus on environmentally sound, financially viable redevelopment. This is a vacant parcel, near transit and other commercial entities. New building(s), rental or purchase, large or small units, can and should be designed to meet these criteria. The focus needs to change from profit provided by high end luxury purchasers to meeting community needs!

**Thus, existing multi-family permit, which appears based on a contrived house of cards, should be rescinded. The proposed zoning changes do not address, but undermine, TRPA Regional Plan Threshold objectives, and Community/Basin needs and priorities and should not be approved.**