

From: R Myles Riner <mriner@comcast.net>
Sent: 10/22/2022 2:31:34 PM
To: John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>
Subject: October 26, 2022 legal committee meeting re Tycer

Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Also, I fully agree with Ms. Tycer that:

- 1 - The ESE transit station is an inappropriate use for the surrounding area
- 2 - The ESE transit station will be detrimental to surrounding property
- 3 - The Hearings Officer ignored comments from residents
- 4 - TTD did not do a comprehensive traffic analysis before permitting the ESE to operate
- 5 - TTD argued the ESE was applying for a permit to "continue prior use" of the OES even though the prior 8 years of use was un-permitted and illegal
- 6 - The Initial Environmental Checklist that showed no cumulative effect of impacts was filled out in 2014, and was not accurate.

Sincerely,

Robert Myles Riner, MD, FACEP

Appellant

mriner@comcast.net

From: Ina Haupt <Ina.Haupt@premiertahoe.com>
Sent: 10/24/2022 10:26:15 AM
To: Marja Ambler <mambler@trpa.gov>
Subject: Community Group Appeal

Dear TRPA Staff,

I have repeatedly made my views clear, but unfortunately, I do not believe that the community interests matter. TRPA is driving (!) this issue which is unfortunately political. It is trying to force people into a public bus system

which will do nothing to solve problems but instead increase them multifold.

I hereby give my permission for Ronda Tyser to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022, Legal Committee meeting

Agenda Item 3) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673).

771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Thank you.

Ina Haupt

Ina Haupt

Real Estate Broker

Premier Properties of Lake Tahoe

NV B.0047350.INDV / B.0005585.CORP

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From: rondatyce@aol.com <rondatyce@aol.com>

Sent: 10/24/2022 1:49:24 PM

To: Alexis Hill <AHill@washoecounty.us>; Bud Hicks <ajhicks@McDonaldcarano.com>; Ashley Conrad-Saydah <ashleyc@alumni.princeton.edu>; Belinda Faustinos <belindafastinos@gmail.com>; Barbara Cegavske <bkcegavske@sos.nv.gov>; bosfive@edcgov.us <bosfive@edcgov.us>; Cindy.Gustafson <cindygustafson@placer.ca.gov>; Hayley Williamson <hayley.a.williamson@gmail.com>; jdiss.trpa@gmail.com <jdiss.trpa@gmail.com>; John Friedrich <jfriedrich@cityofslt.us>; John Hester <jhester@trpa.gov>; Bill Yeates <jwytrpa@gmail.com>; Katherine Huston <khuston@trpa.gov>; Jim Lawrence <lawrence@dcnr.nv.gov>; Marja Ambler <mambler@trpa.gov>; Shelly Aldean <shellyaldean@gmail.com>; Vince Hoenigman <vhoenigman@yahoo.com>; Wesley Rice <wrice@douglasnv.us>

Subject: Public Comment for Legal Committee Item No 3 and No VIA East Shore Express Appeal

TO WHOM IT MAY CONCERN:

Our HOA is Southwood Glen HOA. We are directly across the street from the OES and have been and will be greatly impacted by the "Bus Hub" if it is approved. This summer was of course another busy time across the street. In the beginning through July it was not too bad with the trolley only running. It was fairly quiet but beginning in August they had only the regular bus as in the past and **it was noisy and smelly. Had to keep the doors and windows closed the whole month of August.** Thank you for what you are doing for those of us that are impacted by this. **They don't want to listen to any of us.**

Shirley Appell
Incline Resident

From: Diane Heirshberg <dbheirshberg@gmail.com>
Sent: 10/24/2022 9:23:19 AM
To: Hill, Alexis <AHill@washoecounty.gov>; Bud Hicks <ajhicks@Mcdonaldcarano.com>; Ashley Conrad-Saydah <ashleyc@alumni.princeton.edu>; Belinda Faustinos <belindafastinos@gmail.com>; Barbara Cegavske <bkccegavske@sos.nv.gov>; Sue Novasel <bosfive@edcgov.us>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Hayley Williamson <hayley.a.williamson@gmail.com>; jdiss.trpa@gmail.com <jdiss.trpa@gmail.com>; John Friedrich <jfriedrich@cityofsft.us>; Bill Yeates <jwytrpa@gmail.com>; Katherine Huston <khuston@trpa.gov>; John Hester <jhester@trpa.gov>; John Hester <jhester@trpa.gov>; Jim Lawrence <lawrence@dcnr.nv.gov>; Marja Ambler <mambler@trpa.gov>; Shelly Aldean <shellyaldean@gmail.com>; Vince Hoenigman <vhoenigman@yahoo.com>; Wesley Rice <wrice@douglasnv.us>
Subject: Opposition to Mobility Hub at the Old Incline Elementary School;
Attachments: [TTD Board 3.12.21.docx](#)

Dear Legal Committee Members and Governing Board Members.

Please exercise your discretionary power to allow our community to at least present to the TRPA Governing Board our community's position, if for no other reason based on the repeated historical attempts by Mr. Hasty and the Tahoe Transportation District ("TTD") to hide what is being done on this ESE project from public input. I urge that TRPA not allow the secrecy with which each aspect of this project has operated to be rewarded by disallowing the 25 appellants who represent the community sentiment opposing the ESE site as the site for a transportation hub, from presenting their case to the TRPA Governing Board.

Please consider this prime example of the secrecy. **A major zoning change was made to the Tahoe Area Plan, by Map 2A at page 2-12 of the Plan "Incline Village Commercial Center". This changed the location of the ESE or School Site zoning from the Map as shown to the public at the one noticed public meeting which took place at the Chateau, and from all subsequent versions of the Map which were available to the public online, with no public notice or discussion. The change was made during the Planning Committee Meeting which reviewed and approved the Plan which took place just before the Board of Commissioners first reading of the Ordinance approving the Tahoe Area Plan. The meeting took place in Reno and there was not even any notice given to the Incline Village community before the meeting. Prior to that change the Incline Village community had discussed with the County both in connection with the Plan and for other reasons, that the former ESE or School Site would be best used for workforce housing to benefit the community. At the Planning Commission meeting, unknown to the Incline community, a TRPA representative made a presentation to change the Map from town center commercial designation identical to the adjacent parcels (they were all the same color) to "public use" to allow for a transportation hub at the former ESE or School Site. This change in zoning was contrary to the representation made by the County representative and concurred in by the TRPA representative at Chateau meeting concerning the lack of zoning changes made by the plan, except for three (or four) changes which Eric Young of Washoe County described to us in detail and showed us on a map, and those were not significant. This change did not come up until much later, during the time that the TTD was pushing the County Planning staff to agree that the School Site be used as a transportation hub to solve problems outside of Incline, and the TTD, TRPA and Washoe County were not including any Incline public engagement or disclosing these plans to the Incline community, and were ignoring the requests by the then Incline Village, District 1 Commissioner (former Commissioner Berkgigler) to engage in public outreach. The community had not known of or been noticed by the County or the TTD of this change in the huge Plan document. This zoning change was solely for benefit of TTD and there was no public outreach or disclosure.**

I have spent numerous hours researching, writing and sending information supporting my numerous email objections to the TTD Board and Mr. Hasty and have never received one response or call even though I offered to review the information with them. **Attached is one of my longer emails about the secrecy with which Mr. Hasty and the TTD have operated on this project.** While there have been numerous other examples of secrecy in addition to those set forth in the attached email, let me remind you of the most recent. The TTD several months ago stated that it is having the Mobility Hub Committee look at three sites, the ESE Site, the Diamond Peak parking lot and the Mt. Rose Parking lot. This committee was set up to address the promise made to the Incline Village community that additional sites would be looked at. The Incline community objected to these sites because we checked and learned that the two ski parking lots had not been contacted to see if the lots were available and demanded that contact occur before the TTD made this the final list of potential sites for review by a TTD consultant. The TTD only then contacted the sites and found out that they were not available, and so once again, there was no site on the list other than the ESE Site, contrary to TTD Board commitments to the public.

I restate as follows as a full-time resident of Incline Village and ask that the 25 appellants be able to present the following arguments for the benefit of our community:

- 1 - The ESE transit station is an inappropriate use for the surrounding area
- 2 - The ESE transit station will be detrimental to surrounding property
- 3 - The Hearings Officer ignored comments from residents
- 4 - TTD did not do a comprehensive traffic analysis before permitting the ESE to operate.
- 5 - TTD argued the ESE was applying for a permit to "continue prior use" of the OES even though the prior 8 years of use was un-permitted and illegal
- 6 - The Initial Environmental Checklist that showed no cumulative effect of impacts was filled out in 2014, and was not accurate.

Please follow TRPA's goals of public engagement and do not allow the TTD to stifle opposition just because some of our community members have not been writing our objections in the correct form.

Very truly yours,
Diane Becker
full time resident, Incline Village
805-290-2779

March 10, 2021

Re: Board of Directors Meeting March 12, 2021 Public Comment and Request on Purchase of former Incline Village Elementary School, Item VII A

Dear Board of Directors of the Tahoe Transportation District,

I am writing this email to request that if the Tahoe Transportation District (“TTD”) Board of Directors votes to purchase the former Incline Village Elementary School site, **that the TTD form a working group which will include at least one volunteer member of the Incline Village community who is a full-time resident, concerned about the well-being of our community**, to be actively involved in the site selection, site evaluation, site studies and reports by professionals, and governmental applications related to the school site and alternative sites for a transportation hub in Incline Village.

The Incline Village community has been told by representatives of both the TTD and Washoe County that the TTD must proceed to purchase the former school site because it has obtained a federal grant for the purchase of the site, which will be lost if the TTD does not close on the purchase of the site at this time, but that the TTD is not committed to the school site being the final selected site, and will review alternative sites. Appointing a community member(s) to be actively involved in the evaluation and selection of sites will allow for full transparency to the community on this project. (Please see item 7 below on how true local government/local community participation has worked.) The Incline Village community is concerned that the school site selection has been undertaken in secrecy in the past, and has consistently ignored community input. I do not say this lightly, and so I have compiled the facts which explain why the community is concerned about the good faith with which the school site project will be approached in the future, so that you will seriously consider this request for true public participation throughout the site selection process.

1. The South Shore Shuttle’s Continuing Failure to Obtain Required TRPA and Washoe County Permits. The TTD has received input from the community that we believe that the TTD’s operation of the South Shore Shuttle summer bus service requires both TRPA and Washoe County permits, which the TTD never obtained. The input provided is that under TRPA Code of Ordinances Chapter 25, the South Shore Shuttle was a “New Use” when it began itsⁱ 2011, and did not qualify as a “Previous

Use” of the school bus service operated by the Incline Village School District, which ceased service in 2003. The New Use required a detailed submission to TRPA on its Commercial Project Application form, along with all necessary information and studies, which never occurred. Because the former school district moved from and stopped use of the site as a bus operation in 2003, and the TTD did not begin its summer season South Shore Shuttle until 2011, 96 months after the school bus service ceased. Therefore, the South Shore Shuttle fails to meet the criterion under “F” that the “Previous Use” ceased operating a maximum of 60 months prior to commencement of the South Shore Shuttle. By acting as if the Shuttle did not need a TRPA permit because it could rely on the school district’s “Previous Use”, this allowed the Shuttle to avoid the many reports, studies and analysis required under the TRPA permitting process. We assume that the TTD will make appropriate submissions to TRPA, and that it will apply to Washoe County for a Special Use Permit, and we ask that an Incline Village community representative be part of the process so that that representative can protect the community. I am especially concerned that the 500-600 residents who live across the street from the former school site, who will have their health and safety adversely impacted by the noise, pollution, traffic and vibration of the buses and autos travelling in and out of the parking lot across the street.

2. The TTD South Shore Shuttle Should Not Use the Former School Bus Use from 2003 and earlier to Avoid TRPA and Washoe County Permitting and Review. Ignoring community objections to the TTD starting in early 2020 that the South Shore Shuttle was operating without having gone through the TRPA permitting process or the Washoe County special use permitting process, the TTD through Mr. Hasty applied for and obtained its categorical exclusion from the Federal Transportation Administration (the “FTA”) in a July 29, 2020 letter from the FTA which allowed it to proceed in the grant application process, without public outreach under 23 CFR 771.118(c)(6). I attach a full copy of 23 CFR 771.11 to this email and you can see that subsection (c)(6) is for a use that “does not result in a substantial change in the functional use of the property”. I made a public records request to the TTD for a copy of TTD’s application for its categorical exclusion, but that request was denied for a number of reasons including the alleged threat of litigation (which I have not and

do not threaten). I presume that the TTD's application to the FTA represented that the proposed transportation hub at the former school site will "not result in a substantial change in the functional use of the property" based on its allegedly legal use of the property for the South Shore Shuttle as a continuation of the prior school bus service. Had the TTD applied under (c)(9) for "construction of facilities for transportation use", that application would have required much more in the way of reports, studies and analysis, and information concerning the effect of the transportation facility upon the neighborhood, as clearly discussed in the Federal Transportation Administration Guidelines, a portion of which I have also attached. In other words, the unpermitted use by the TTD in the past has now been used to justify the categorical exclusion under 23 CFR 771.118(c)(6). This again allowed the TTD to skip applications, studies and investigations that TRPA, the FTA and other agencies set up to protect the members of the public who live in and around the former school site. Even the Federal Transportation Administration in its Guidelines recognizes that it desires to avoid the burden that a transportation facility can have on adjacent properties in terms of noise, vibration, etc. But the TTD avoided all of this by skipping over the permitting process in 2011 and again skipping public outreach processes in place to protect the public in 2020 when it applied for this grant.

3. The Single TTD Public Meeting Which Allowed Public Comment Showed the Overwhelming Community Objection to the School Site. Another example of why the community would appreciate the opportunity to participate in the site evaluation and selection process is the recent "public" meetings. Four public meetings were scheduled with a 2-hour presentation made by the TTD and the County of all the reasons the community should support the site, and no member of the public was allowed to speak, or even to ask a question verbally. Two of the meetings were set during the work-day and two were set in the evening, presumably so that people could fit their schedules to be able to attend. Questions had to be sent in by email and text, but could not be asked verbally, and so the questions that were answered were screened in advance and the TTD answered the questions which it wanted to answer, and not all questions were answered. For example, key questions were not answered as to what tests and studies would be done on vibration, noise, traffic, pollution, the environment, the impacts

on the 500 + residents living across the street from the site, or what will be done to control the hundreds and hundreds of extra cars that would come to the parking lot and find it full and drive around Incline waiting for cars to leave the lot and spaces to become available or else just parking all over our local streets. We want to know what protections our community will have in the process. These meetings were not well noticed or publicized by the TTD, but there was sufficient time for our local community resources with some mailing lists to send notice of the meeting to their email lists. In response to my request to Commissioner Hill that there should be the ability for the public to give public input to the TTD, one 2-hour meeting was scheduled during the workday on Friday, March 5, with short notice given by the TTD of the meeting to the community. The community appreciated that Commissioner Hill was able to get us the one meeting, and we were thankful for that opportunity. Again, none of the people living adjacent to the project were emailed or mailed notice by the TTD, and there is no local newspaper or resource for publication of information other than. The TTD notified us that we could speak for 2 minutes and automatically cut off all comments at the 2-minute mark. While at the end of the meeting people were allowed to speak again, that opportunity was not announced at the beginning of the meeting and most people had made their public comment and left the meeting. I assume that the Board has been told that the public comments were almost all opposed to the use of the former school site, except for public comments by some transportation related agencies and the Incline Visitors Bureau (which Bureau represents the interests of increasing tourism and ease of tourism and does not speak for the community). To be clear, the sentiment was overwhelmingly against the school site as the selected site, but not against the idea of a transportation hub at an acceptable location.

4. Recall the TTD Board's Instructions at the November and December 2020 Meetings Which were Poorly Followed. I would remind you that at the November and December, 2020 TTD Board meetings, Mr. Hasty was told to look at other sites in Incline Village and also to set up public meetings. No public meetings were set up and instead, Mr. Hasty first tried to get Washoe County to commit its \$280,000 to the project by getting the matter put on a December agenda even though at the prior

November Board meeting the Board was clear in telling him to hold off on the process, and then, when the matter was taken off calendar by the County, he tried to set a public meeting with one day prior notice to the media of the public meeting. He tried to set it on the evening of a previously scheduled regular IVGID Board meeting, and had not cleared the date with either former Commissioner Berkbigler or with the IVGID Board members (all of whom had prior commitments). Ultimately, when objections came in the meeting was taken off calendar. But no public meeting was then scheduled until the very end of February and beginning of March, 2021, immediately before the March 12 Board vote.

5. Take Notice of the Change.org Petition Showing Strong Community Objection to the School Site. A petition was circulated on change.org by a community resident in opposition to the school site. Within a few days 1200 local residents signed the petition stating opposition to the site. A change.org petition appeared after there were over 1500 signatures on the first petition that stated it was in favor of the site by persons/entities unknown, and it had obtained less than a dozen signatures from local residents, last I heard. Apparently, the petition in opposition to the site incorrectly stated that the site would be used for a cell phone tower. The community has been advised that therefore the TTD does not find the petition with 1200 signatures valid because of the error and because they do not know who signed the petition.
6. Keep in Mind Mr. Hasty's Prior Actions Avoiding Community Input. I want to also remind you of the list of actions by Mr. Hasty ignoring the directions of former District 1 Commissioner Marsha Berkbigler who instructed him starting in writing in at least in March 2020 to begin having public meetings in Incline Village to gather public input on the school site. She expressed from the beginning that she did not believe that the school site was the appropriate site for the transportation hub. In my prior email dated November 11, 2020 I detailed the following acts which show a clear lack of concern for our community and show why we fear that this next process will occur in secrecy, to our detriment:
 - a. Former Commissioner Berkbigler expressed opposition to a proposed project as described and stated in her April 24, 2020 email to Messrs. Hasty and Solaro: "The residents of IV/CB should have some say in how this area is used since they will be impacted by the negative impacts of the Project. Additionally, at least one

and possibly two public fora must be done in IV/CB before a final plan is put together.” (Keep in mind that No public meeting was held until the end of February, 2021, and that was held at the direction of the TTD Board from last November.) Additionally, Ms. Berkbigler further expressed “HOWEVER, it is simply not acceptable for the old school yard to be used as a staging area. This is in the middle of what is considered the “town center” in Incline, and the traffic in this area is very heavy. Additional construction traffic for a staging site there would be seriously detrimental to the community and create serious traffic and parking problems...it is necessary to go back to the drawing board to relocate the staging center to some place outside of IV/CB.... I will oppose any County funds going to this project and to the purchase of the school property if this plan is not changed.”

b. Mr. Hasty contacted Pete Todoroff, head of the Incline Village Crystal Bay Community Forum on September 3, 2020 stating that he wanted to join the Community Forum zoom call on September 4 and tell the people who attended about the proposed elementary school site project stating “as I know it is of great interest.”. The Community Forum meeting occurs every other Friday, and the meeting had “shoulder season” attendance which is under 20 people. Mr. Hasty told the small group in attendance about the project in less than a 5-minute presentation, and attendees expressed their many concerns about the project to Mr. Hasty, including asking him to look at several other proposed sites which had previously been identified to him, and he said he would look into them. Mr. Hasty said that he would be setting up public meetings in Incline to discuss local concerns and have open communication and that there would be plenty of time for the meetings and for discussing environmental concerns and transportation studies. Mr. Hasty never mentioned that the very next Monday he was proposing to the TTD Board to authorize him to purchase the former school site!

c. Mr. Hasty stated in his April 30, 2020 email in describing a mobility hub: “So, what is meant by the mobility hub? It means a user has pedestrian access, bike access, transit access and auto access to commercial, residential and recreations uses within the neighborhood and to the trail system. Beyond that a mobility hub can be designed to fit into the community or neighborhood that it is located. Acquisition of a property is one process, **developing a project**

concept with the community is another, and such a process will follow a successful property acquisition.” But still no meeting has been set up.

d. It is a standard requirement for the grant from the Federal Transportation Administration that there to be public outreach meetings before the funds are committed. I spoke with Guinevere Hodby of Multi-modal at NDOT (775-227-6025) on October 19, 2020 to object that the Title 6 process, namely the Policy of Public Notification, requires public meetings, outreach and education, and none have been held on this proposed acquisition with IVCB. Ms. Hobdy said that NDOT supports local agencies who apply for Federal Transportation Administration funds to check compliance with all guidelines, and in this case, **Mr. Hasty had applied to the Federal Transportation Administration for a “categorical exclusion” from the standard procedures to be allowed to do things out of order, so that the TTD be allowed to purchase the property first, before any public input,** because he said purchase was urgently required because **“Washoe County said that they were getting rid of the property and it would go to another purchaser”**.

e. On August 11, 2020, local resident, Ronda Tycer wrote a lengthy email to Sara Schmitz, IVGID Trustee and Commissioner Berkbigler detailing the problems with and questions about the proposed site use and recommending several alternative sites. None of these alternative sites were seriously looked at by Mr. Hasty, who merely stated on one occasion to Commissioner Berkbigler that they were “not as good a financial deal as the school site”. In response to Commissioner Berkbigler’s sending Ms. Tycer’s email to Mr. Hasty, telling him that Ms. Tycer’s opinion is shared by Pete Toderoff and others in his group, Mr. Hasty replied **“I do not expect a public process to be easy, but there are potential ideas that can come together for the site given some wherewithal and concerted effort.”**

f. **Commissioner Berkbigler has asked Mr. Hasty to hold public meetings in IVCB** and tell us what he is proposing to do and why, and to work on outreach with us on our concerns on several occasions and he has utterly failed to do so.

g. Residents are concerned about what appear to be inaccurate representations **to** Washoe County in an email from Ms. Mullen, a TTD consultant, to Mr. Solaro in an email dated September 9, 2019. Ms. Mullen represented in a purported update that “Indra says that we will have IVGID support for transportation at this site.” Indra

Winquest is the General Manager of IVGID, and has stated in an email dated October 27, 2020 when asked if this alleged representation by Ms. Mullen was accurate:

“Absolutely not. Om furious with Karen Mullen for stating that. I simply told her that Duffield was not interested in allowing use of his property and I would support a hub only in at the right location. She falsely represented what I said. To be clear, I am adamantly opposed to a transit hub at the old wcsd site. This is why I want to formally let TTD know. I already clarified this with Wayne...”

h. In July 2020, instead of following former Commissioner Berkbigler’s requests for Mr. Hasty to get Incline community input, he instead filed with the Federal Transportation Administration for a categorical exclusion to skip public outreach, which was granted in July, 2020, but never disclosed to the community.

- 7. I have personally seen how successful transparency in government can be and how it can lead to the best decisions for the benefit of the public and for the government.** One recent example was the TRPA Short Term Rental Neighborhood Compatibility Guidelines public process. The TRPA staff and TRPA Government Affairs Board met for many many months and took public input and modified the Compatibility Guidelines in response to concerns of the public. The final document was a compromise that all parties, the public and government, thought was a very good document. I and a large group of full time Incline Village residents attended virtually every hearing beginning at the second meeting, and the final document, if followed by a local government, will protect the neighborhoods around the Lake. The TRPA employee who leads the project did an excellent job of hearing the concerns and implementing them into a document that will allow for continued improvement of Short-Term Rental Ordinances around the Lake, when followed by local governments. In that case both TRPA and its Board listened to and cared about the local residents. The Committee included a public member who lived around the Lake (not Incline). The TRPA staff person, Brandy McMahon, received letters of thanks and compliments from many of us because, while she followed the directions of the TRPA Board to get the project done, she also listened to and prepared a document that addressed community concerns. While all community requests were not accommodated, the effort to understand and incorporate community concerns was clear to the community, appreciated and accepted. This transportation hub

project of site evaluation and selection needs a similar community participation approach and leadership.

In summary, if the TTD does proceed with the purchase of the former school site, I urge you to allow a respected member of the local community, who is not in a "visitor related" business such as the Incline Village Visitors Bureau, to be involved to officially work with the TTD on the project, at no cost to the TTD. I would be pleased to provide the names and resumes of a number of community members who are well respected in the community, have the community interests at heart, and have significant academic and prior business credentials, who would be pleased to volunteer in this role.

I sincerely believe that there could be a mutually beneficial and acceptable compromise site identified in Incline Village .

I have included my telephone number as I am available to speak with any of you on any of the subjects in this letter.

Very truly yours,

Diane Becker, local Incline Village resident

805-290-2779

i

From: [Church, Jeffrey](#)
To: [Bill Yeates](#); [John Hester](#); [Katherine Huston](#)
Cc: [Marja Ambler](#)
Subject: Bus Hub Public Comment Oct 26
Date: Friday, October 21, 2022 8:27:09 PM

Please Forward as appropriate:

Regarding the use of the Incline mobility hub, I first urge you to listen to the voices of the residents.

As a Trustee of WCSD- views are mine- and as this is in my district, if it moves forward I urge a design that might allow ancillary use of the property. In other words design the facility with open space for future use.

Sincerely,

Jeff Church

From: [Aaron Vanderpool](#)
To: [Alexis Hill](#); [Bud Hicks](#); [Ashley Conrad-Saydah](#); [Belinda Faustinos](#); [Barbara Cegavske](#); bosfive@edcgov.us; [Cindy.Gustafson](#); [Hayley Williamson](#); jdiss.trpa@gmail.com; [John Friedrich](#); [John Hester](#); [Bill Yeates](#); [Katherine Huston](#); [Jim Lawrence](#); [Marja Ambler](#); [Shelly Aldean](#); [Vince Hoenigman](#); [Wesley Rice](#)
Subject: Public Comment Oct 26th Item No. 3 & Item No. VI.A
Date: Tuesday, October 25, 2022 12:13:58 PM
Attachments: [TRPA-OES-ESE-Complaint_all_Appended.pdf](#)

Dear TRPA Legal Committee and Governing board.

Public comment to:

Legal Committee Agenda Item no. 3 and Governing Board Agenda item no. VI. A.

As public comment to be entered into record, please accept the attached copy of a complaint I submitted through TRPA's complaint form. In the most recent evidence I collected and my observations alone, I am appalled that the TRPA has allowed or will allow further use of 771 Southwood for a bus service. This is a public nuisance, a public danger, an environmental burden, law breaking and insulting to low-income residents (working class).

Sincerely,

Aaron Vanderpool
806 Oriole Way #20
Incline Village, NV, 89451

Dear TRPA,

Please accept my formal complaint over the Tahoe Transportation District's (TTD) use of 771 Southwood Blvd (formerly the Old Elementary School OES). I would have submitted this sooner but life is busy.

I have previously posted public comment multiple times over my concerns, observations and expectations that the use of this property as a mobility hub increase many forms of pollution and safety hazards. Please find herein evidence of this for record.

Keep In mind that I only grabbed my camera recently for a couple days to get evidence to back up my public comments. These are only a couple of times I made documented observations, but this is happening regularly and unpredictable during the highly variable demand for this service over the years it has been in use. The variable service sees very quiet times but it also sees extremely chaotic times. I don't see as much now because I started driving the other direction upon leaving my home since traffic can be so bad in that direction in recent years. I was told I might be a liar, so here is some evidence to the contrary.

Point 1 (Non-impermeable surface parking): I observed several incidents where customers of the temporary use were parking off pavement on the property. I have friends of other business property owners in Incline who have been warned by TRPA for their customers parking on the dirt. It is only fair that you issue a formal reprimand or notice to the TTD over these violations as well!

- Please see companion document **P1** showing 5 vehicles and 2 motorcycles.

Point 2 (Increased Miles Traveled): The TTD has continually claimed that this "mobility hub" reduces vehicle miles traveled (VMT). This couldn't be further from the truth. I observed several incidents of customers of the temporary use circling the block, re-parking multiple times, and not even knowing what they were doing. I overheard one conversation in the parking lot where people are driving all the way from the bay area because of this East Shore Express and didn't know what to expect when they got here asking other tourists questions. This is creating a service that brings people driving here! It does nothing to reduce VMT in the basin and actually adds to the confusion to get to the beach when they can't find parking. Truly reducing VMT means stopping people from driving to the basin in the first place.

- Please see companion documents **P4** Parts 1 through 3 to see the chaos of people trying to get in, parking off-site, re-parking, driving around the block.

Point 3 (Crime): The use of this property as a bus station increases crime. I observed multiple graffiti markings on the OES and spilling out with smaller ones on the concrete walls of Incline Apartments, a wooden fence across from White Pines, and on the bridge over the creek across from Rich's Auto Body. They all appeared at the same time. I do believe littering is also a crime and there is clear evidence of that everywhere. See point 6 below. It is great that TTD has taken care of trash and graffiti on their own property this season but what is to be done about the trash from their use in the adjacent neighborhood?

- Please see companion document **P3** showing graffiti

Point 4 (Trespassing): As I have previously stated in public comment, the use of this property as a bus station increases tourists parking and driving on private HOA property and other business parking

DESPITE SIGNAGE WARNING NOT TO. This is unacceptable to place a further burden on citizen enforcement.

- Please see companion documents **P4 parts 1 through 3.**
 - Evidence of two events of people driving through 770 Southwood Glen condos.
 - Evidence of 5 events of people parking in business parking lot below OES
 - Evidence of 5 events of people parking in Incline Apartments and along the street right at Incline Apartments.
 - I witnessed other events of driving through private property on the same days but was unable to take pictures at the time.
 - There are many people using business parking when they arrive before ESE opens. On my brief observation I could not assess how many or how many cars were left in business parking.

Point 5 (Public Endangerment): As I have previously stated in public comment, the use of this property as a bus station increases public **and residential** endangerment. From my short observation times I saw multiple incidents of vehicles pulling out from Oriole in front of a car driving on Southwood, I saw multiple illegal U-turns in intersections, blind turns and on top of crosswalks. I saw a bicyclist nearly get hit. I saw a pedestrian in a crosswalk nearly get hit. I saw so many people speeding and running around acting like their heads were cut off in a panic to catch the bus. Intense emotions are contagious when people are trying to be the first to catch the bus and get in line. Some of them seem to forget they are in a vehicle that can be deadly to pedestrians. I was reminded of the saying about how people leave their brains at home when going on vacation. Additionally, I saw rare wildlife in this corridor on a highly busy day.

It is clear that TTD should have never been permitted to use the OES as a temporary bus station via increased traffic alone. At times of high demand, it can be chaotic with drivers' emotions high. Based on what I witnessed this season, I am shocked that no one has been severely injured or killed!

- Please see companion document **P4 Part 1-2** for evidence of speeding, parking in no parking areas and parking adjacent to crosswalk.
- Please see companion document **P4 Part 1-3** for evidence of people that drove in a rush and parked off-site to meet the bus in time
- Please see companion document **P5 Part1-2** for evidence of
 - 3 events of speeding related to ESE
 - 2 events of backing up into traffic.
 - Multiple events of backed up traffic caused by ESE bus, people waiting for ESE to open, people driving to-from private property
 - 6 illegal U-turns in intersections, crosswalks, and blind turns.
 - 2 close calls with pedestrians at the crosswalk. One almost being struck when a car had to brake hard.
 - 1 bicyclist almost get hit.
 - At 9:30 9/5/22 I also witnessed, from a distance, a red SUV back up near the OES entrance and hit something making a very loud pop noise.
- Please see companion document **P5 Part3** for evidence of wildlife corridor.

- I witnessed many other events of speeding, dangerous swerving around cars driving slow and close calls but was unable to take photos because they happened too fast.

Point 6 (Trash, Oil, and Noise Pollution): The attendants are continually picking up trash on the OES side of Southwood. I commend them for their efforts, however, there is a SIGNIFICANT amount of trash that they pick up. Why so much littering? How is the TTD going to ensure an attendant will do this daily forever of their use and prevent the trash from blowing and ending up on neighboring properties? The customers of this property are parking off-site and leaving trash behind. I observed an increase in the amount of trash at the east end of Oriole Way and east west of Southwood Blvd. Trash that is typically of beach goers like water bottles, beer cups and beer box cartons.

- Please see companion document **P6** with further descriptions of pollution.

I WANT TO MAKE IT CLEAR THAT I DO NOT ENJOY DOING THIS. It takes a great deal of time, effort, and emotional restraint to submit complaints proving what is clear as crystal to anyone living here in our neighborhood. Many people don't bother. I recently started carrying my camera to take note of what I am always seeing. These pictures and videos do not do justice to witnessing these events in person! If I were to really monitor the ESE, I am positive I could supply you with endless photos over the season for these complaints. Even if the TTD were to build an actual mobility hub here, I do not see these problems being resolved. Trash is consistent. Tourists do not know where they are going, are in a rush, consistently performing illegal turns, speeding or driving so slow that other cars swerve around them. Off-site parking is a major problem, especially before opening. This service created another reason for people to drive to Tahoe, to, around, or across Incline Village. I could expand on the illogical argument about supply and demand put forth by the haphazard developers destroying the very things people seek at Tahoe but I will restrict this to my direct complaint. Please don't allow this chaos of a growing carnageddon parking-lot in our low income neighborhood.

Sincerely,
Aaron Vanderpool
Oriole Way,
Incline Village

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Impermeable Surface Parking

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information.
Some photos are screen captures showing video that tells the story better.

9/4/22 @ 12:39pm





8/27/22 @ 1:59pm



8/27/22 @ 1:59pm



9/4/22 @ 6:36pm



Crime

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information.
Some photos are screen captures showing video that tells the story better.

It isn't as obvious in the picture but there is more red graffiti in the lower left corner of picture 3.

9/2/22 @ 8:46am





FREE PARKING
LAND HARBOUR BUSSES - 1001 Stone Express
FARE FREE

INCLINE
SCHOOL

DANGER
ICE & SNOW
CONDITIONS
USE CAUTION





FREE PARKING
Sand Harbor Shuttle - East Shore Express

FARE FREE

- Departures: 10:00am - 8:00pm. Last Bus from Village to Sand Harbor is at 2:00pm.
- Passengers may bring bicycles and beach chairs.
- No alcohol, kayaks, smoking, stoves, grills, or non-flammable materials allowed on the bus.

EVENTS HERE

EastShoreExpress.com

ARTISTIC
775-882-4665





9/2/22 @ 8:49am looking east at the OES



Almost 2 months later. 10/22/2022 @ 11:59am

Follow up picture. It's great that the TTD cleans up trash and graffiti on their property but what about the rest of the neighborhood where it still sits?



Private fence on Oriole Way across from the entrance to White Pines Condominiums. I made the effort to take this picture on 10/22/2022 @ 12:04 just before putting together this complaint. The property owner finally cleaned the graffiti off his fence in the past couple days it seems.



I also finally took the time to take a photo of the graffiti still on cement near the creek on the opposite end of Oriole Way. This is across from Riche's Auto Body Shop. This appeared around the same time as the graffiti on the OES. This Photo taken 10/22/2022 @ 12:07pm



Trespassing and Traffic Congestion Part 1

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information. Some photos are screen captures showing video that tells the story better.

I witnessed this red car drive into 770 Southwood Boulevard, (Southwood Glen Condominium), private parking lot looking for parking. Images are stills taken from a video.

Tools view help





A caravan of three vehicles told by attendants that they could not park there. They continued to park there for several minutes reorganizing their beach gear in the back of their truck before they finally raced off speeding up Southwood. Second image is a still from video taken of the speeding truck. 9/4/22 2:48pm



9/4/22 6:38pm This looks like the same truck from 3 car caravan earlier came back for some reason. One might assume many things about coordinate their trip to Sand Harbor as they drove all over. I took this video because I observed the black car going over the double yellow to get around the truck, pulled into private business parking and later ended up taking the ESE bus in another recorded observation. The car



was circling so I knew what was coming.



I witnessed this white mustang drive all over the place looking for parking. Including 770 Southwood Glen condominiums. They finally made an illegal move backing up 20 feet down oriole to park right at the sidewalk along the street opposite Southwood Blvd from the OES. The driver photographed his vehicle before he and his companion walked onto the OES property to board the bus. Still images taken



from multiple videos.











Trespassing and Traffic Congestion Part 2

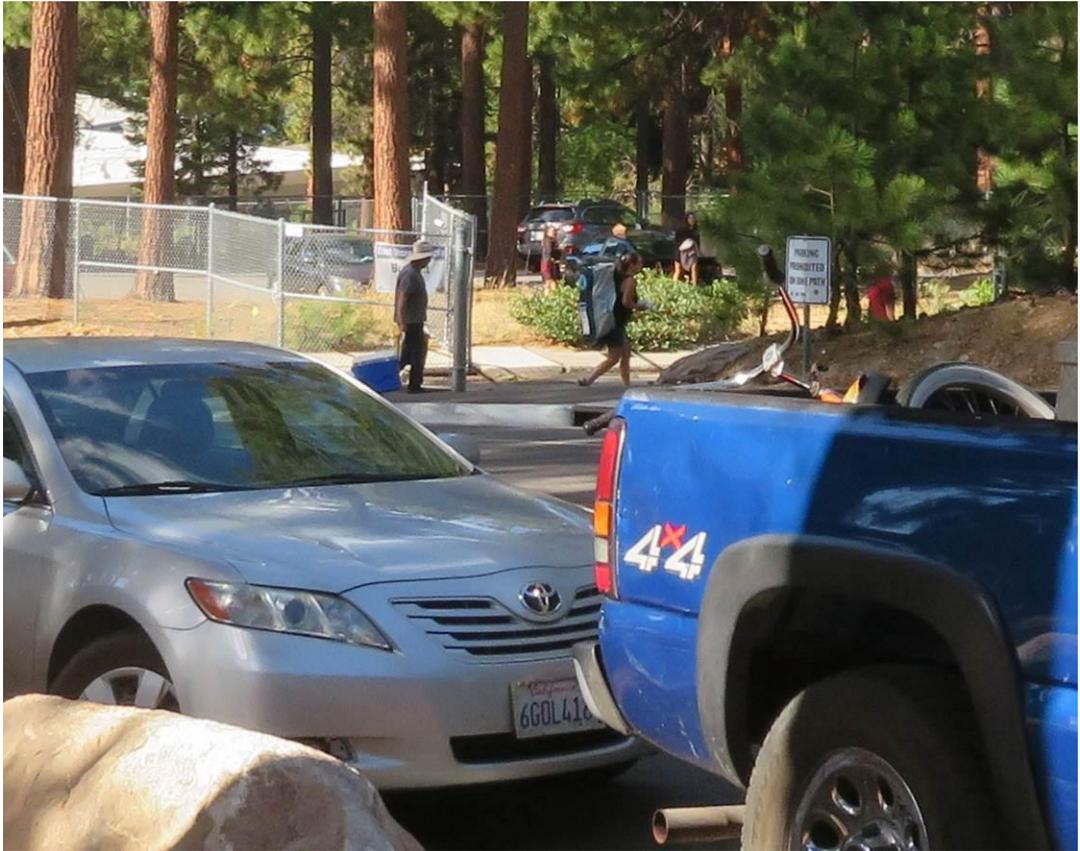
Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information.
Some photos are screen captures showing video that tells the story better.

Family parking off site below and walking onto OES property. 9/5/22 2:54pm



White Toyota parking off-site and walking onto OES property to board bus. 9/5/22 9:34am





Grey Toyota still parked there hours later 11:27am



Family parking at Martial Arts Studio private business parking and then walking onto OES property to board the bus. They were in a panic scrambling to make the last bus and boarded just as it was pulling out. 9/4/22 2:59pm





Their vehicle is still parked here nearly 4 hours later at 6:36pm. This parking lot has clearly marked signs for no ESE parking.



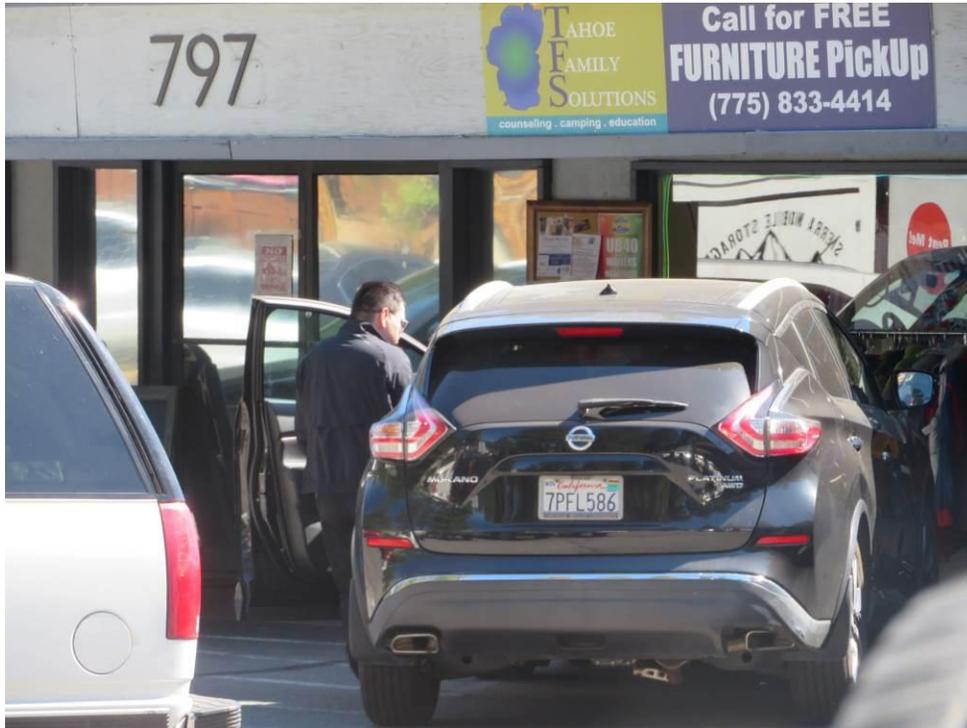
I witnessed this man park down at Wired Solutions. 9/4/22 1:03pm



Trespassing and Traffic Congestion Part 3

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information. Some photos are screen captures showing video that tells the story better.

9/4/22 3:11pm I witnessed this man park at Tahoe Family Solutions for 10 minutes organizing his things and then driving onto the OES property.



9/4/22 2:37pm I witnessed this man parking outside OES because of the lot being full and he didn't know what to do.



I believe this woman parked in the lower business parking lot and brought her things in her cart onto OES to board the bus. This is because it was so busy in chaos in the morning with cars lined up and parking all over the neighborhood she was unable to park on OES property while preparing things.



9/5/22 9:42am



Several cars waiting at 9:16am 9/5/22 stopped in the street.



7 vehicles parking in a no parking zone 9/5/22 at 9:29am waiting for service. While a crowd waits below presumably all parking in private parking spaces off-site (I witnessed some).



People parking in a white BMW at Incline Apartments waiting for OES site to open. 9/5/22 9:16am



Still image from a video showing the white BMW pulling out of Incline Apartments to drive to OES and backing up traffic down Southwood Blvd. It still couldn't get into OES and drove around the block until it

finally made it in (second picture).



It still couldn't get into OES and drove around the block until it finally made it in



People in this red car and dark jeep also pulling into Incline Apartments looking for parking while waiting for OES ESE to open. 9/5/22 9:16am



I observed this woman miss the bus after driving through Incline Apartments looking for parking.
9/4/22/ 3:05pm



Public Endangerment Part 1

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information. Some photos are screen captures showing video that tells the story better.

9/5/22 9:36am

ESE bus backed up traffic for a few minutes while unlocking the gate. During that time a bicyclist almost got hit as cars recklessly try to get around. There was honking and shouting involved. Also note the white car in photo 2 that made several illegal U-turns trying to be the first to follow the bus in.









Cars backing up onto Southwood after bus pulls in at 1:42PM 9/5/22 Photo does not do justice to the event.



Car backing up into street traffic after seeing the parking lot was full?. 8/20/22 1:26pm



This car braked HARD to prevent from hitting people in the crosswalk and still drives before they are clear. 9/4/22 6:17pm



I observed this Toyota Camery (ahead of the Subaru) wait through 2 red lights. A common occurrence.
8/20/22 1:14pm



I have a video of carmageddon when the ESE OES finally opens at 9:39am 9/5/22. The next 5 images.









Public Endangerment Part 2

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information.
Some photos are screen captures showing video that tells the story better.

I witnessed 11 vehicles waiting along Southwood Blvd 9/4/22 9:08am



I witnessed 12 vehicles waiting along Southwood blvd waiting to get in 9/4/22 at 9:10am and counting



Black SUV backs up in traffic to pull into OES. 8/20/22 1:26pm



Girl with bicycle waiting at crosswalk for cars to stop but they don't.





Video stills of car backing up into traffic from OES. 9/5/22 9:31am





Red car trying to park off-site and find parking causes another car to swerve into other lane right before crosswalk then performs illegal U-turn.9/5/229:17am







Public Endangerment Part 3

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information.
Some photos are screen captures showing video that tells the story better.

White Prius and black truck both perform illegal turns in intersections looking for parking. 9/5/22
3:52pm



Silver AND white cars doing illegal U-turns in intersections looking for parking. 9/5/22 9:28am



I witnessed this white SUV with Florida plates driving recklessly looking for parking trying to catch the bus. 2:42pm 9/4/22



Black SUV backs up in traffic to pull into OES.



Just prior to the dangerous and reckless driving chaos that ensued on 9/4/22, I witnessed this tired and thirsty looking bobcat at the Incline Apartments. Tourists racing around trying to find parking to take the bus to Sand Harbor is not a friendly atmosphere to the wildlife corridor of bobcats I sometimes see heading toward Burnt Cedar Beach. Metadata can be confirmed.



Pollution

Original files are very large. To save space I condense. I can supply originals upon request that include metadata for time stamp information. Some photos are screen captures showing video that tells the story better.

I have witness a lot of trash in this vicinity. I don't make it a point to stop and photograph trash when I see it. I pick it up when I can. While I know that none of this evidence is directly showing a connection to the TTD's OES use, an astute person could make the connection.

9/4/22 11:03AM I witnessed a large pile of trash. The attendant loaded her arms with trash to bring to the receptacle but there was still trash all over that needed to be collected.



9/4/22 12:46pm single use beer cups where tourists often park across from OES. Second picture shows them the next day at 11:33am



Steel water bottle run over in intersection. 9/5/22 1:49pm



9/5/22 9:52am I witnessed a ESE driver put out a cigarette. I then walked over to look and found 3 butts on the ground. Unclear if it was from the driver or not but same exact location.



Trolley and bus with very squeaky high pitch brakes. This would contradict Tahoe Transportation District's claim that there are no impacts to neighbors living at Incline Apartments or 770 Southwood Glen.



Rubbish dumped along Oriole Way at the Incline Apartments. 9/4/22 @ 12:35pm and 6:50pm. It was there for a couple weeks afterward.

While I know this dumping event isn't connected to the OES ESE, it shows a common theme in this neighborhood worsened by the trash tourists bring in. Looking at all the trash and dumping of old furniture, and shopping carts down our street some days, one would not think we live in Lake Tahoe or Incline Village.



From: [J Gumz](#)
To: [Alexis Hill](#); [Bud Hicks](#); [Ashley Conrad-Saydah](#); [Belinda Faustinos](#); [Barbara Cegavske](#); bosfive@edcgov.us; [Cindy Gustafson](#); [Hayley Williamson](#); jdiss.trpa@gmail.com; [John Friedrich](#); [John Hester](#); [Bill Yeates](#); [Katherine Huston](#); [Jim Lawrence](#); [Marja Ambler](#); [Shelly Aldean](#); [Vince Hoenigman](#); [Wesley Rice](#)
Subject: Against the Bus hub at the Old Elementary School
Date: Tuesday, October 25, 2022 8:30:46 AM

I do not support the bus hub at the OES.

Please stop this project NOW.

Agenda items

[Legal Committee Agenda Item No. 3 & Agenda Item No. VI.A Appeal of East Shore Express Temporary Use Permit \(trpa.gov\)](#).

Long-time resident and voter of Incline Village.

J. Gumz

From: Stephen Barney <bar7ney@gmail.com>
Sent: 10/22/2022 9:27:54 AM
To: Alexis Hill <AHill@washoecounty.us>; Bud Hicks <ajhicks@McDonaldcarano.com>; Ashley Conrad-Saydah <ashleyc@alumni.princeton.edu>; Belinda Faustinos <belindafastinos@gmail.com>; Barbara Cegavske <bkcegavske@sos.nv.gov>; bosfive@edcgov.us <bosfive@edcgov.us>; Cindy.Gustafson <cindygustafson@placer.ca.gov>; Hayley Williamson <hayley.a.williamson@gmail.com>; jdiss.trpa@gmail.com <jdiss.trpa@gmail.com>; John Friedrich <jfriedrich@cityofslt.us>; John Hester <jhester@trpa.gov>; Bill Yeates <jwytrpa@gmail.com>; Katherine Huston <khuston@trpa.gov>; Jim Lawrence <lawrence@dcnr.nv.gov>; Marja Ambler <mambler@trpa.gov>; Shelly Aldean <shellyaldean@gmail.com>; Vince Hoenigman <vhoenigman@yahoo.com>; Wesley Rice <wrice@douglasnv.us>
Subject: ESE Transit Station

We are among the hundreds of Incline Village residents who firmly oppose the proposes ESE Transit Station.
Stephen and Cherry Barney
667 Tumbleweed Station

--

Stephen A. Barney
bar7ney@gmail.com
667 Tumbleweed Circle
Incline Village, NV 89451
775/832-5058 or
910/603-0588