

## Incline Village/Crystal Bay Citizens Advisory Board



DRAFT: Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB Minutes of the Incline Village/Crystal Bay Citizens Advisory Board meeting held via teleconference and in person at the Incline Village Library, 845 Alder Ave., on May 1, 2023.

1. **CALL TO ORDER/ DETERMINATION OF QUORUM** – Diane Becker, Denise Davis, Roxanna Dunn, Judy Simon, Chris Wood. Absent: Kevin Lyons.

2. **PLEDGE OF ALLEGIANCE** – The Pledge of Allegiance was recited.

### 3. GENERAL PUBLIC COMMENT –

Kathie Julian said I'd like to make a comment on the situation regarding wildfire evacuation. I'm encouraged that we will hear from County staff Kelly Echeverria at the next CAB to hear about the Washoe County evacuation plan. I'm interested in hearing from the county on what some people refer to as a data-driven roadway-by-roadway evacuation capacity evaluation. Because any kind of evacuation plan does not factor in how long it will take to get out simply doesn't seem sufficient. I am also concerned that the evacuation plan that Washoe County has developed. It's the first phase, but the assumptions are very low, they only assume 8,669 people will evacuate, and only about 3,800 vehicles to evacuate. We have numbers coming in from Sand Harbor that on a July day, they have, on average, over 1,800 vehicles in Sand Harbor. And with these new developments coming in, we will have 1000's more vehicles daily. I hope that we will see a data-driven, roadway-by-roadway evacuation capacity evaluation. In the absence of that, I fear that the evacuation plan may end up being something akin to – you have these zones, and people are told to just wait in your zone until we give you the clearance to go. And that's essentially shelter in place. I don't think that's what we're expecting from an evacuation program.

4. **WASHOE COUNTY DEPARTMENT UPDATES:** This item includes the Washoe County Sherriff's Office and the North Lake Tahoe Fire Protection District. **(Non-Action Item)**

Captain Blaine Beard also introduced Sergeant Jeff McCaskill and Sergeant Colacurcio online.

Captain Beard said I just wanted to update you on some things. In getting back to the fire evacuation plan, myself and Colacurcio met with Chief Sommers and Assistant Chief Barnum on April 28. That same day, I spoke with Kelly Echeverria from Emergency Management. They're in the process of updating the plan; the initial planning meeting is set for tomorrow. So as soon as I can, we'll get this information out as soon as this plan is updated. So, we'll keep everyone aware as this process goes on. Keep in mind that is the initial planning review, but we will make sure everyone's informed on that.

As far as the Incline substation goes, we're currently out at the community center and just awaiting our Incline Substation to be completed regarding the mold remediation and the electrical issues we were having. It appears this process should be completed in the next two to three work weeks. There were mold spores found in the building and a lot of electrical damage. We're just waiting to hear back to seeing we're going to be over in that building again. Ultimately Incline Justice Court will be at our location on Alder. It's very time sensitive regarding our vacating that area and returning to our initial substation. Then the actual construction takes place within the community center to accommodate the Justice Court after that. I'll let everyone know and make sure everyone's informed that going forward. I think we'll start seeing things move around by the third or fourth week of May. And as far as our staffing goes, we're pretty much fully staffed in the area. We are lacking office support specialists. Now we hope to have that done in the

next two to three weeks and that person will be fully trained within a month from that time. And at that time, we'll be fully functioning again as a substation. So, everything that we offered before in the civil section permits at our old substation spot. And we're in the process of trying to look at places in town, we ultimately want to have the justice center where we can combine our substation and the Justice Court. So that's something that's obviously far down the line, but we're just looking at that right now. I will have plenty of updates in the coming weeks. I just wanted to make sure everyone was aware of where we're at right now as far as the substation goes wherever we're going to be what's available to the community. And that evacuation is number one on my list right now. I'll make sure we have that plan set aside and drawn up for everyone once we can get that information out there.

Ms. Becker said one of the things that has been asked by the community at a couple of prior CABs was what the model was being used to do the projections and what were the underlying assumptions. It would be appreciated if you could bring this information to us before the July presentation that Kelly Echeverria is going to make. Captain Beard said I will most certainly do that.

Ms. Simon asked if you could speak about the incident at the roundabout a couple of days ago? There were quite a few fire trucks and sheriff's vehicles.

Sgt. Colacurcio said there were two different individuals which were unable to navigate the roundabout, which caused them to crash into the roundabout. Ultimately, an investigation was completed by Nevada State Police to determine that one of the individuals was taken into custody. I know one of the incidents occurred during the day and then another incident occurred later in the evening. Both of those investigations are being done by in Nevada State Police as it is Mt. Rose highway and State Route 28. It is their junction. Ms. Simon said I was only aware of the morning incident because I was on the road at that time. So, there were actually two incidents. And you said there's two people or two vehicles. Sgt. Colacurcio said there were two different individuals. And two different vehicles both had the same result of parking on the roundabout, which is being investigated by Nevada State Police. While we were the first on scene, they did take over the investigation.

Pam Straley asked if the bus hub is on the agenda? Chair Becker said the bus hub is not specifically on the agenda. But item seven will include a slide where we are trying to develop issues of interest to the community. Ms. Straley said it just relates to the fact that the sheriff's department was flooded out and moved. And it seemed to me the perfect opportunity if we have to have a bus stop in Incline, that instead of fixing up the original Sheriff's Office, we turn that into the bus hub. You could move the sheriff to the old elementary school where there's also room for additional workforce housing, and it would be closer to the community it serves. Just a suggestion. I wonder if he's thought of that.

Captain Beard said in the coming weeks and months we'll be discussing such options is that so that is something that we have discussed. So going forward, we'll have some information in the near future about what the options are to us. As being the captain up there, there are definitely better options as to our old substation, so I'll leave it at that and we're trying to figure out options for what we can do. So, once I have those, and I speak with the sheriff and the council, then I will be prepared to make a statement on that. But I'll definitely keep you updated.

Carole Black said this is just a quick question for the sheriff. I come from New England. And I think the standard thinking there has been that rotaries are more dangerous than intersections. I don't know if that's right or not. But that was my thinking growing up. And we seem to be in love with putting in roundabouts here. And I was interested in your comments about whatever was going on at the roundabout that you were just discussing. And in particular, whether you have an opinion. And if you don't want to voice it, I understand. Whether intersections, intersections with lights versus roundabouts are safer in the greater

scheme of things. Just interested in your opinion. And if you want to take it offline, I'm happy to do that.

Captain Beard said in my opinion, I think roundabouts caused a lot of issues. But I'll yield this question to Sergeant Colacurcio as he actually worked for several years in our motors division and motors unit.

Sgt. Colacurcio said my opinion is yes that roundabout seemed to be more dangerous as more individuals are not trained or understand the true traffic laws when it comes to a roundabout and yielding and right-of-way. Although the traffic studies have been done through Washoe County and NDOT engineers and they are the ones that are going to make those final decisions on whether it's frees traffic flow, reduced traffic injuries, or reduced traffic accidents. All that's going to come through the traffic engineer. So, in my opinion, it is the ultimate decision. Ms. Black said I'm involved in this mobility hub committee. It's just bothering me a little bit that we seem to have fallen in love with these roundabouts, it just was totally different than the way I was raised on the East Coast. You've got my number from somewhere in town, but you can call me my desk or my cell phone anytime and I'll discuss the matter further with you.

Captain Beard just in the interest of time, everyone knows that myself and Lt. Maselli and Sgt. Colacurcio and all the other sergeants are working hand in hand to try to get some extra signage and some pedestrian safety and vehicle and bicycle safety going. So, you'll notice a lot of changes in next few months. A lot of signs are getting up. So, we're working pretty hard right now getting that and you'll start seeing the results here real soon.

Beth and John Davidson said I'd like to support the two other public comments, one from Carole Black. I grew up in New England and the roundabouts there, the limited number of them, were much larger, and they seemed safer than these very small roundabouts. I too have questions about those, and we'll be interested to see what happens in the future. And as to Kathie Julian's comments, I also support her very clear comments about the concern about what the plans are for evacuation and roadway assessment. I'm not going to be available for the March 23 meeting. And I'm hoping that that will be on Zoom, and that the information that comes out of that meeting will be far more detailed and far more available to the public and for those people who have second homes.

Carolyn Usinger said the Main Street project is considering upgrading the roundabout. So, I'd like to know when these accidents happened; how much damage is actually done to the roundabout? The most recent accidents, did they affect the roundabout or the art within the roundabout? Sgt. Colacurcio said they have not affected the roundabout, but I'm sure it has affected some of the vegetation and some of the decorative items in there. I can't speak about that because I do not remember exact damage. But the actual mechanical function and the mechanical barriers on the roadway are still intact at this time. Ms. Usinger said I actually meant the art. Sgt. Colacurcio said I'm unaware of what damage was done to the art and if so, it'll be documented through Nevada State Police and it'll be in their investigation. And then Nevada Department of Transportation will deal with that through the insurance companies.

Roxanna Dunn said I have read and studied Traffic, including a book called *Traffic* which I would highly recommend. Also, the websites: 'Strong Towns,' and 'Not Just Bikes,' which looks at traffic designs all over the world. And in general, all of the studies that they cite indicate that a roundabout is safer. It's safer because it eliminates head-on collisions and eliminates T-bones. You may have more accidents, but you have far fewer fatal accidents and far fewer serious injury accidents. I just like to take a stand for roundabouts. And you don't have to put art in the center if that's an issue.

Captain Ryan Sommers, North Lake Tahoe Fire Protection District, said at the last CAB meeting, I talked about adopting a hydrant because of the snow, but that's dissipating fast. So, we are switching gears and we'll be bringing our seasonal crews up on May 22 and start gearing up for the summer season. And as you've seen today, there's some smoke out on the east shore; that's a prescribed burn by the Forest

Service. From what I know all very much well in check.

Denise Davis asked if the defensible space app functioning yet. Chief Sommers said no, we're still building it out. And we will definitely push that out through press release and social media and announcements such as these meetings of when that is up and running and instructions on how to access it.

John Ippolito said I have a question on the fire evacuation. Has the fire department planned on studying or providing input on fire evacuation when all these new projects get built? I know only two have been approved so far. But what a lot of us are worried about is after more of these get built, it's bad enough now. Have you guys done anything on this yet?

Chief Sommers said every project that submits for permitting, they have to supply their own evacuation plan of their property. And then after that, it becomes the responsibility of Washoe County, in which you've all heard Kelly Echeverria is frantically working on that. In addition, just out of the TRPA meeting from last week, when they approved the Waldorf project, the TRPA governing board is asking for all local government to get together and come up with not only your local jurisdiction evacuation, but a basin wide evacuation, which is actually very comforting to know because we don't need the state of California to go ahead and do their evacuations all into Nevada and not tell us like we did with the Caldor. We all need to be on the same page and need to know each other's plans. So not only will be county wide, but it's now going to become Basin wide. So, it is being addressed with every project. And we do look at that during the permitting process for those projects.

Chair Becker said I think the concern that many people have been expressing is that because each individual project is doing its own analysis by evaluating the number of people the individual project will add, this does not analyze the total carrying capacity of our roads accurately. I think some of the people have been worried about the testimony of the fire chief on the Martis project about needing to shelter in place and they do not know what that means... A number of us would like to set a separate offline meeting with you to show you the numbers that we're looking at from Sand Harbor, that NDOT has already gotten for 2020-21 and 2022, just within Incline Village. I hope that we can set up a meeting to go over that with you. And then hopefully you could give your input as well to Kelly, who seems competent and interested in those numbers. Chief Sommers said we can have that conversation. Let's get together and compare notes.

Ms. Usinger said this is part of what I want to talk about on item seven, the evacuation. But I wanted to share my frustration with Mr. Sommers' department. Every time I call up and ask about disaster preparation, I'm referred to Washoe County. You guys won't talk to me about disaster preparation. And when I talk to Washoe County, they won't give me the time of day either. I feel that given the fact that this disaster plan that the county has had since 2008, has been so woefully inadequate, that I really don't trust that it's going to be done properly. They have us evacuating to Fernley which is completely outrageous. There's no discussion about the roundabouts in Kings Beach. I'm really concerned, Mr. Sommers, that when I call your office, you don't give me the time of day and you just send me off. Kelly with Washoe County does not understand our community. If she did, there would not be this lack of plan in place right now. So, I don't know how to get more public input on these discussions that you guys are having, but it just seems very closed. And since evacuation and disaster affects all of us, I think it needs to be much more open.

Carole Black said I don't see any evidence we're taking into account visitors in the evacuation plan. Others have already alluded to this. And I just don't see how we're ever going to get out. Given the visitors in the busy seasons and the volumes that we're looking at. This is what Diane was referring to before, so just wanted to reinforce those comments.

Margaret Martini said I'd like to address some of the things that Carolyn brought up. And number one is the lack of cooperation from Washoe County. We are part of Washoe County, and we don't have the representation that we need to get things done or to bring out in the open. I think that we need to have better communication and better support from Washoe County. And they need to come up here, do whatever they need to do to participate in this evacuation process. And we're not getting that; we're not getting anything from the county.

Chair Becker said I would like to make one comment on this. We are going to have a fire emergency evacuation drill in July. And we'll make sure that we circulate the date as soon as it is known so that everyone can know and participate.

#### **5. ANNOUNCEMENTS FROM COMMISSIONER HILL – (Non-Action Item)**

Commissioner Hill said I just have a few quick announcements. The Washoe County Commission accepted the transportation plan for Incline Village and Crystal Bay last week. It's very exciting news. This means that we're going to start budgeting and looking for grant opportunities for those transportation needs for trails, better roadway connectivity, and public safety. I'm very excited about that. Additionally, at the next CAB we will have the Washoe Tahoe Housing Partnership present on the Washoe Tahoe housing plan. It's a plan that we will talk about incentives for housing, developing workforce housing in Incline Village and Crystal Bay and different policies. We'll want your input before that goes to the Board of County Commissioners in June or July. I'm not sure of the timing of that exactly. But it will be at the next CAB meeting. It's great that we are having Karen Fink from TRPA present on what TRPA is doing. You'll have a sneak peek at what Washoe County will be doing as well. We had a very exciting month of mobility hub with inputs from the community. The consultants will be collecting all of that and presenting data to the mobility hub committee as well as the TTD. I'll keep people posted. Hopefully folks are subscribed to that mobility hub email. You can find the survey at [InclineVillagemobilityhub.com](http://InclineVillagemobilityhub.com). Denise Davis said I believe the survey closed yesterday, didn't it? Commissioner Hill said there you go. We'll be collecting all of those inputs from the survey and the public meeting.

Judy Simon said I have been following the housing and looking forward to Karen's presentation. But one of the things that she indicated at the various meetings was that there were 30 deed restricted properties, but that TRPA did not have an easy way for anybody to look at those or determine what those were. I think that is critical if we move forward on the deed restricted properties idea or proposal that's coming through TRPA, or through Washoe County, about workforce housing and deed restriction properties. It needs to be on your radar, Commissioner. Commissioner Hill said I agree. It's 96 properties. And TRPA has done an amazing job of getting that data together, getting folks in compliance. And I think we only have 20 odd people that we're still working with on compliance. We are in a really good place with those deed restricted properties.

Chair Becker said I had a question. You said that we are now looking towards budgeting on the transportation plan items. I had heard that we're budgeting a request for \$600,000 towards mobility hub study and the Crystal Bay bike path. Is that accurate? What is being budgeted?

Commissioner Hill said that is inaccurate. I'm asking for additional funds in this budget for micro transit, which is the TART connect that has been a big hit in the community to have run additional hours next fiscal year. TRPA has asked for funding to study connectivity of a trail between Crystal Bay and Incline Village through congressional directed spending. So that's not even through Incline Village or Crystal Bay. I'm really pushing and trying to get a snow remover for trails for this next fiscal year.

Chair Becker asked do you think that the County could post on the CAB website a list of what the IVCB

related requests are for, so that people can give comments on those requests? Commissioner Hill said all of that will be going to the Board of County Commissioners through either TRPA funds or through the fiscal year budgeted funds.

Chair Becker said since the budget comes up in July, do you think someone could post that on the CAB website once it's available? Commissioner Hill said I can try to work with Marc or the budget office when those things are posted on the website.

Carolyn said this has to do with the transportation plan. One thing I've discovered in the last two weeks, is that no one really is claiming responsibility for cleaning the sidewalks along 28. It's really nice to have all these plans to put in sidewalks and paths, but if no one's going to maintain them then it's not a good idea. Right now, there's so much sand and dust on these things that I don't want to walk on myself because it just creates this dust underneath me. I contacted Washoe County roads; they didn't think that they were responsible for it. NDOT says that they aren't responsible for it. IVGID says that they're not responsible for it. Someone needs to be responsible for it if you want people to use it.

John Ippolito and I'm a local real estate broker. I wanted to ask Alexis and possibly Karen Fink about this deed restricted housing. We have 96. I just had a client that was thinking of buying one at Pinebrook. I suggested she not buy that property because of what's going on at the TRPA. But Alexis, you said something about 20 people aren't something? Cooperating? What did you mean by we have 96 and 20 are doing something? Commissioner Hill said we're still working on compliance. We know that none of them are short-term rentals. And Karen has the details on that. This is a TRPA deed restriction, not a Washoe County one, but I am certainly interested in making sure that they are held up. Mr. Ippolito said someone had already bought them. You weren't supposed to be able to buy them. Karen Fink said I was planning to touch on that in my presentation. I'm happy to answer questions after the presentation on that topic.

Helen Neff said I just want to express appreciation to Commissioner Hill for getting the study done on the transportation. It's a really good start. There are so many good recommendations and so many projects and Amy Cummings did a great job on finding all the grant money. If county can be successful in getting grant money, a lot can be done. My concern is with State Route 28 and the issue with the crash rate. And what's recommended in the study, there's two things that could really go far for helping the crash right there. And the first is pedestrian intervals. And the second is the reduced speed limit. And I know most of the people here in this room and on the call have heard me talk about these over and over again. So, in the interest of time, I won't touch on them again. My third request has always been for intersection improvements, whether it's a roundabout or a traffic signal. And the intersection improvements in the study are scheduled for five to 10 years. And with all the developments going on or planned to happen before five to 10 years, we need those intersection improvements before that. So, I would be so grateful if the county could give a little push behind those and get them done sooner just for everyone's safety. Thank you.

Kathie Julian said Alexis, thank you, again for the update. And also, on the transportation study for getting that done. Amy Cummings did a good job. And it was very consultative, and that's a positive. What has me concerned though is I'm on the Washoe Tahoe Housing Partnership committee. And I just spent several hours reviewing a draft roadmap. I'm concerned that might be going to the Board of Commissioners for some sort of acknowledgement or approval, without having the kind of consultative process that Amy Cummings had for the transportation study. This has not had that process with the public. And it concerns me that the roadmap approved by a number of people who are on this committee, including myself, but that's not sufficient robust enough public consultation for report for roadmap going to the Board of Commissioners. My understanding is they have not budgeted for any kind of public

workshop to discuss this roadmap. So that has me very concerned. I'll be happy to share with you my five pages of comments on that draft roadmap later this evening. I would hope that we have more robust public engagement on that roadmap before it is goes to the commissioners. Thank you.

Sara Schmitz said thank you, Commissioner. I just want to request that the transportation study includes something that was clearly missed in the transportation plan. And that is to study and come up with recommendations for our local employers and employees. As everyone knows, the demographics have changed substantially. Many of our part-time, seasonal employees are driving from Carson City, driving from Reno, and other places. The transportation plan that was put together did not address this. I would really appreciate it if in this transportation study, there was a component to survey and to engage the employers and the employees to understand what their transportation needs are. The other thing is to just point out that, as it relates to the community, having another multi use path between Incline Village and Crystal Bay is not desirable, it's not a priority. This isn't for the residents. The issues that were created by the east shores trail still haven't been resolved. The parking issues, the trash, the erosion, and the Traffic. People don't want to pay for parking. So instead, they're parking on a residential street. Until we can prove that we've effectively dealt with those issues, we should not be pursuing any sort of a multi-use path to extend between Incline Village and Crystal Bay. Thank you.

Linda Offerdahl said the IVCBA Community and Business Association. And I'm also on the Washoe Tahoe Housing Partnership. I would like to chime in and agree with Kathie Julian, that our community needs more of the kind of meetings that the transportation study had. And not to hold up the roadmap or even change the roadmap, but just to give additional feedback to allow the community to actually absorb this truly wonderful roadmap. But it's going to take a lot of work to implement. And we need everybody on board to do it. Thank you.

**6. NEW TRPA AFFORDABLE HOUSING INITIATIVE** -Karen Fink, AICP, Housing Program Manager/Housing Ombudsperson, Tahoe Regional Planning Agency, will provide an update on TRPA's Tahoe Living Housing and Community Revitalization Initiative to promote affordable workforce housing, including land use code innovations to encourage affordable, deed- restricted multi-family housing close to transit and centers. **(Non-Action Item)**

Jeff Cowen said thanks for having us. I wanted to come up tonight, just to introduce Karen's item and to frame it up a little bit for everybody. She's going to be talking a lot about development rights, building envelopes, and rules. And we're talking about this within a growth management system for the Basin, and within an urban boundary for the Basin. So, which is a whole another thing in itself. But we did create a new webpage it was just launched last week. It's the regional plan story map. The reason I asked him to bring it up on your screen is because if you ever wanted to refer back to find out how much development potential is left in the Basin, and you kind of see like how much development exists today, we really put it together here for you in data and in maps and spatial analysis, and you can check it out. But I think the reason that it's important to her discussion is because we have this limited amount of development potential left in the Basin. And the regional plan creates a way to move, concentrate and to focus development and get what the Basin needs in the future. So, we really have a great opportunity because of the system that's here before us. I think Karen is going to do a great job of talking about what her part of housing. And there's a lot more to talk about. So, we're always going to be available to come back and we appreciate you guys letting us.

Karen Fink provided a PowerPoint slideshow.

Roxanna Dunn asked can you tell me what categories of professions would fit into the requirements? In

other words, teachers, nurses, firefighters, police, road maintenance workers, lifeguards, ski patrol, and grocery clerks. How many of those people would be qualified for this house? Who would have an income that would allow them to live there?

Ms. Fink said achievable deed restriction that I talked about, all of the changes that we showed, the proposal to allow additional height and coverage and density, those would all be for deed restricted, achievable units. And there is no specific income cap for achievable units, but you need to demonstrate that at least one member of the household works for a local employer. So, any of those professional categories that you mentioned, teachers, firefighters, emergency workers, as long as they are employed by an agency or organization.

Ms. Dunn said I'm not worried about whether they're qualified, I'm worried about whether they can afford their rent. The teachers make 120% or whatever it is. What is the area median income? Or annual median? Ms. Fink said my understanding is teachers generally make around a little under area median income, up to a little bit above like 120%. So, they're kind of in the top of that moderate income category and getting above it. These units could only be rented to people who work locally. TRPA does not set the sales price or the rents, but the owner cannot rent it to anybody else who doesn't qualify. The rents are naturally a little bit lower, because there's only a smaller subset of people that can live in them, like local workers, basically.

Ms. Dunn said I would like to see all of these people that we are so dependent on get their needs met.

Chair Becker asked if that data is available and can be provided? Ms. Fink said I'm not sure maybe Commissioner Hill can answer that. Some of that may be shown in the Washoe Tahoe roadmap. It's often in those documents that Tahoe Prosperity Center has done before, so maybe in that? If not, potentially I could send the presentation to you. I could maybe include a slide that has some general range of incomes for local workers.

Mr. Wood said these changes to the zoning, deed restricted housing is to incentivize developers to build these buildings what we need for this community. Does it matter whether the parcels are private or publicly owned?

Ms. Fink said what TRPA is proposing, there isn't any difference whether it's publicly owned or privately owned. If it's publicly owned and the public entity donates the parcel, then that would reduce the cost more even than what we showed in the slides because our analysis included the cost of land. Mr. Wood said the incentives are the same, regardless of who owns the property. Ms. Fink said that is correct.

Ms. Davis said I've lived here almost 30 years. And in my time, increased density was something they wanted to get away from. Has the TRPA's theory or thinking on that changed? Why is increased density now desirable?

Ms. Fink said TRPA, in recent years, since 2012, when we updated our regional plan, we have focused on allowing increased density close to transit and town centers. Increasing density, you're basically allowing more units in an area that's more compact, and that's really how you get people to get out of their cars be able to walk to transit or bike because they're closer to services into the places that they need to go. So, generally, in order to have enough people close enough to transit to make transit even feasible, you need to have a minimum of 15 units per acre, including streets, roads, and parks. You need to actually have that many units per acre, close enough to transit so that people can walk. And what we're finding is that 25 units per acre, which is what we allowed now, what we get on the ground, when you take into account all the extra land, we're getting more like four units per acre. That's what the actual development



pattern has. And that's really not enough to support transit to make transit viable. And also, as you can see, it makes the units very expensive. As long as I've been working on TRPA, we have always focused on increased densities close to transit and town centers. And so, we're still promoting that same thing. But we're finding that the densities need to be higher than what we previously thought in 2012.

Mr. Cowen said a lot of what I was presenting in the very beginning, talking about the urban boundary, the development caps, is that all of the increased density that we're talking about is coming from a pool of development that would have existed in the Basin at some point, in some form, in the future. So, it isn't an unlimited amount of density on every parcel. It's rather looking at what's the remaining developer potential in the Basin if we can get some of that to be more compact, that we won't be having it spread out. And we'll also be getting it to work better for the communities.

Chair Becker said I know that two of the documents that that Karen utilized in her analysis, the Vail Local Housing Authorities 2019 study and the Telluride 2019 study, which described how those local jurisdictions were working to provide workforce housing, and they were both excellent studies. And in both of them, they use deed restricted housing very effectively. I think many people in this room are concerned about deed restricted housing being used effectively. This is one question to talk about whether there is real enforcement going on, and how we can be assured that it will go on, so to speak in perpetuity, even if there are government's cutbacks during difficult economic times, I think there's a big concern about that. I want to put both of these studies up so people can read them to see that they were extremely successful. The other thing, though, in both of those studies, the local governments were very committed to providing workforce housing. And by workforce housing, I mean, like Roxanna Dunn was mentioning, getting housing for the minimum wage level and lower hourly rate workers. If those studies are accurate, the local governments made a good return on their investments, and the programs benefited the economy of the local areas because the additional income from the workers living locally brought even more money to local governments. Also is the annual Compliance Certification, going to be done by TRPA, or by TRPA and Washoe County or by independent companies, and if there will be a minimum commitment of the number of people that are actually looking at real compliance.

Ms. Fink said I wanted to touch on those studies from Telluride and Vail. And I do want to address the question again about who is making the category people workers in. And then how do we make sure we can do enforcement. To quickly highlight the other studies that Vail and Telluride did; they really wanted to understand what the value is of having local workers in the town. Does it bring the town more revenue than it costs to provide that housing? And they really found that it did. So those are very interesting studies, and I appreciate you bringing them up. Those would be good for people to look at. They basically found they got a positive return on their investment for even subsidized housing. And then just to address Roxanna's question and to highlight teachers, firefighters, those folks are for the most part in this category that we believe the private market can deliver the housing for without a lot of subsidies. But the workers that really need subsidies are sort of your retail workers, people that are working in cafes, grocery stores, things like that. Those are the workers that probably cannot afford even this housing that the market will deliver. And then finally, the question of enforcement. I really recognize that Incline Village is very concerned about this, because we do have these units you have seen falling through the cracks. We definitely recognize that making sure we have the funding in place to enforce these is critical to success, because we're going to put a lot of public investment and allow additional height and density for these, we need to make sure that they are going to the right people. And as part of this proposal, we are going to include some other policy or program related to generating revenue to make sure that we have enough money to cover increased enforcement. As we get more and more units that are deed restricted, we will need more staff time to make sure we can enforce these. So, we'll probably be looking at some sort of fee that's part of either of the achievable units or other development to make sure that we generate revenue for that. Commissioner Hill has also been a proponent of this. We also want to make sure we're

working with the local jurisdictions to see if they can help us do joint enforcement on these deed restrictions moving forward. So that will be part of this package that we're proposing.

Chair Becker asked if you have considered a mandatory ongoing payment by the developers? In California, particularly in the Southern California area, there are a lot of developments where they have continuing ongoing obligations that the developers provide the information through private housing compliance entities that check up on the accuracy of the information. Ms. Fink said not just a one-time fee, but an ongoing fee to make sure we can do enforcement? Chair Becker said yes. Ms. Fink said that's a good idea.

Ms. Larsen said I moved to Tahoe in 1983 and I have children here. I have grandchildren here. My rent went up 22%. COVID took away my ability to do what I usually do for work. I used to be the one of the publishers of North Tahoe Weekly magazine. I understand tourism. We need them. I'm very concerned about what seems to be a very narrow view of people who would need to have low income, this kind of subsidized housing, you're talking about people that work at cafes, and Raley's, which pays \$17 an hour for checkers. You're not talking about all the people who do property maintenance, all of the people who do babysitting, caregiving, people who clean houses, all of those people have to have their own vehicles, because they need equipment and supplies with them as they drive up and up and up to the houses that they serve.

Ms. Martini said I've been a resident here since 1976 and seen a lot of changes, seen a lot of things that the TRPA has done that's not honest. I'm looking at the statistics and the proposals that were presented here tonight. They are all seriously flawed. Anyone with any modicum of common sense can look at those slides and see that they're not realistic. One and a quarter parking places per unit. Give me a break. If there's even a couple that have different jobs and stuff they need two cars, even with public transportation, that is not going to deliver them to their place of work. All of these seem to be like two-bedroom units. When you have a two-bedroom unit, you've excluded families. Maybe a family with one child, but most families don't have one child. Most families have two or more. You've excluded the entire family population with this, not only with your parking but also with your bedrooms. You're telling me that it's \$3,800 a month for a single person? Or maybe roommates? That still is a lot of money. The TRPA to me, has always been a paved paradise and put up a parking lot. From the inception, their rules have been absolutely ludicrous. The studies that Diane had mentioned, dated 2019 for Vail and Park City, the real estate prices have escalated exponentially since 2019. So again, you're looking at unrealistic numbers, your proposals again are seriously flawed. And again, nurses, or firefighters or even grocery store clerks, they have families. You look at who you're addressing, and I'll bet you one in 20 don't have any kids. You're discriminating against family ownership. Who's going to do the enforcement and look at all the properties? We've had properties listed in our office that have been sold to people with higher incomes.

John Ippolito said I've been selling real estate here for 25 years. Thank you very much for your presentation. I learned something from that. One of the things I would like to mention is that you said some of the units have been sold for more than they're supposed to. I'd be surprised if there was even one that sold for what it was supposed to. I think every unit out of those 96 sold for more than the deed restriction said. First of all, if we're going to have all these developments, you guys just have two chances. 947 and Waldorf Astoria and you had to change the zoning, which just put workforce housing out, but your presentation sounds good. But what you do is not what you say. It keeps coming back to these more density, bigger buildings, five-story, Kings Beach six or seven stories, 500 feet long buildings. We need a four-lane road all around the lake just for what we have. Now, when is the six-lane road coming in? You're not addressing the real needs for when the fire is here; we'll never get through Kings Beach. That's what you're not addressing. And that's what people are starting to wake up to. Sometimes it seems like the TRPA is here to make sure that TRPA survives not to protect the lake, not to protect the people, not for

the quality of life. And I get very frustrated more and more because you lose more and more credibility with Waldorf Astoria and with 947. And you say the right things, but you do the wrong.

Carolyn Usinger said I've lived here since 1973. We have Southwood apartments, as an example of what you want to do. There is very little parking. There are cars everywhere on the streets. There is there's concern about people crossing the street because there's too many people there. And so, we've already lived it, you can make the housing look prettier, but frankly, the same problem exists. And it's not realistic. I think the biggest problem is the whole idea of more population, just like John said, and evacuation, getting out of here. We're going to have some major, major problems with that. And I was in the Oakland East Bay fire where people died because they couldn't get out because the roads were not designed for the number of people that were there. The idea that you're spending all of this time trying to get more people here? No.

Sara Schmitz said I have four questions for Ms. Fink as it relates to the research that you did; I didn't see that you did any research to address the issue of short-term rentals. And if short term rentals were better managed to reduce in quantity, what impact that might have on the availability of affordable achievable and workforce housing. In the past, we've known a lot of our friends who have lost their housing due to short term rentals and the proliferation of short-term rentals. I didn't see that in your analysis. The other thing I didn't see is any environmental studies, environmental analysis or environmental impacts. I thought TRPA's charter was to protect the Basin's natural environment, and I didn't hear any of that. What I did here is there's question number three, you said we needed to do this higher density and town centers to make transit viable. Why is that a goal of TRPA and why should that be a goal? Then my last question gets to 947 Tahoe Boulevard, because all of what you said was going to be limitations and restrictions in town centers. The TRPA and Washoe County are changing the zoning rules to allow that. I would agree that it seems like TRPA says one thing and does something else. I'd like the four-questions answered: the analysis of short-term rentals as being viable options for providing housing; any environmental impacts; Why is making transit viable an objective; And how is it that we have something approved at 947 Tahoe Boulevard that doesn't meet any of these requirements you presented today? Those four questions I'd like to have answered, thank you.

Ms. Fink said I can try to respond to some of those. First, on the environmental analysis we do, we are required to do an environmental analysis of these changes, just like for any changes, so we actually are going to be releasing the draft environmental document at the end of May. And so that will look at the environmental impacts of this, and we would need to mitigate any significant impacts. And then regarding the question about 947, and how come it doesn't comply with these rules. These are proposed rules, we haven't put them in place yet. So, 947 is under today's rules, and I hear what you're saying that, a change is being proposed, the change that's being proposed for 947 is actually something that is allowed under TRPA as regulations across the region. In town centers, we actually do allow single family homes and the change that is being requested to be changed was specific to Washoe County. Under TRPA's rules, that is allowed. And then related to making transit viable, one of the reasons that we do try to work on having transit and nearby housing support each other so that, we can have transit that has more frequent, and is more usable, is because that really helps us to reduce the amount of time that people spend in their car. So that helps reduce Traffic; it helps reduce emissions from vehicles and reducing vehicle miles traveled is one of our TRPA's environmental thresholds. And one of the ways we try to achieve that is by having transit be more effective. And then finally, related to short-term rentals. If there were fewer short-term rentals, could that help the situation? I think that is a really interesting question. And potentially having more restrictions on short term rentals might turn some of that housing over to be used as local housing. The City of South Lake Tahoe did a study when they were looking at making changes to their short-term rental requirements. And they found that about 10% of homes that were short term rentals were likely to convert to long term rentals if they ban short term rentals. So that was kind of the findings from South

Lake Tahoe. I hope that answers the questions.

Kathie Julian said I've got quite a few things I want to touch on. First, I agree with Sarah, that short term rentals have undermined our inventory of workforce housing and addressing that with a cap would be a first step towards generating some inventory for workforce housing. Two, on deed restrictions, my issue with deed restrictions; one, the number is all over the place. Karen, I appreciate all the correspondence with you. And thank you very much for your very concise presentation. I've heard the number 95, the Washoe-Tahoe Housing Partnership figure is 54. I understand the only way you can go in and find out what deed restricted is to dive into the assessor records, property by property, address by address so there's no real transparency of deed restrictions. So, I as a voter in Incline Village could not get a list of all the deed restricted housing because I'd have to actually go through all 8000 properties to find them. I have problems with TRPA being the enforcer because I really think you should be focused more on protecting the lake and less on enforcing deed restrictions. And I am unclear whether there is a willingness or capacity to truly enforce deed restrictions. And when you say that some are not enforced and you're working on it by sending a letter, then you can file a case. What are we really talking about in terms of how much time is it going to take for these properties to come under enforcement after you go through some legal system with your enforcement officer who probably is inundated with a massive number of other things to do. I really question this silver bullet of whether we can make these changes in our codes and rely upon deed restrictions to insure workforce housing. I just have no confidence this will happen unless we have real commitment and resources with the county and TRPA behind it, and perhaps some private sector provider. And finally, workforce versus achievable. I have a list of AMI stats for Washoe County. 120% of AMI is about \$90,000. Okay, so if you're talking about achievable, we're talking about people who make 90 to \$120,000 for a household. And that's pretty high.

Pamela Tsigdinos said thank you, Karen, I know you've got a very thankless job. I would not want to be in your position. I think you've been set up for failure here. And I say this, because you heard in this meeting the number of people that live in Tahoe today cannot be safely evacuated given the numbers we have, and the experience we know. From my perspective, it makes absolutely no sense to add density, and more height and more vehicles before we have solved the fundamental problem, which is before any dirt gets moved, you must know how to evacuate the existing people. Adding more people without fully understanding what the implications are, is literally, it's a disaster film in the making. I would ask one question, what is the development growth cap? Why is it that TRPA refuses to do an actual downtown thorough assessment of how many people live and visit the Basin uniformly? And once we have that information, let's figure out how many short-term rentals are in the Basin. And not keep looking at these one-off, one jurisdiction versus another because finger pointing just leads to nothing ever getting done and the height of risk and danger continues to climb. So, I want the question answered, please. What is the growth and population density gap? And what is the true caring threshold for TRPA today?

PIO Jeff Cowen said thanks, Pamela. This isn't really an answerable question. This isn't anything that we can really cover entirely tonight, but I know it comes up. It's going to come up more often. I see Mr. Flaherty is on call as well. We've heard it a couple of times tonight. It's just challenging for us to address this question, the silver bullet, that Kathie Julian mentioned. The roadway capacity of the Basin isn't anything that anybody is in control of today; a very small amount of potential development remains in the Basin. There are slow management policies that ensure that the growth in the Basin is going to be measured. It's not going to all come at once and that there is time for these things to be addressed as they come. We have an obligation to look at existing rules. And when an application comes in, we evaluate those applications based on that. So not talking necessarily about evacuation, but about 947 Tahoe, Boulder Bay, and about potential projects in Kings Beach. We're seeing the same things that you guys are seeing and we're feeling a lot of the same pressures that everybody in the community is feeling, and we're going to come forward with solutions. But prohibiting or illegally rejecting an application wasn't

anything that we had in our toolkit to be able to address. These projects are coming forward out of COVID. A lot of them are much more high profile than I think that a lot of us were ready for. We're still just going to keep trying to work with evacuation plans around the Basin and getting that addressed. But understand that all the development potential in the Basin is not going to happen tomorrow. But it is something that we're looking at. The reason I jumped in is because Karen's not going to be able to address this in a much, much bigger conversation than maybe the citizen advisory board is suited to. We'll keep trying to make those conversations happen with all of you.

Chair Becker said I do want to make sure that you've heard what people here are saying. We're afraid for our lives, the lives of tourists and the visitors if there is a fire emergency requiring evacuation. And for TRPA to say that TRPA can't consider the ability to safely evacuate the ever-increasing number of people that are in the Lake Tahoe Basin because it's going to take time and TRPA has to approve developments quicker than the time to evaluate safe evacuation, that is not a valid statement. The ability for there to be safe evacuation is a part of the development process which local governments are responsible for. We're asking that TRPA really look at this issue and not just state in passing that TRPA is going to look at this in some unspecified future time. We're asking for a real evacuation analysis where we can review the model and assumptions. It's becoming very serious for many of us because we fear living here. And you and TRPA need to hear that,

Pamela Tsigidinos said I really do think we need more data before development projects are approved. I think it's about wishful thinking, and the element of insanity to assume that you can greenlight projects before you have adequately figured out how to move the existing population.

Carole Black said I agree with everything that Pamela just said. And Jeff, I couldn't agree more with what Diane just said. We do not have time. This is all magical thinking. We're going to have a fire someday, and we're going to be in trouble. And what's happening now is looking at more development, more development, more development. Things that were approved 10, 15, 20 years ago now have these superficial overlays of minimal assessments that are moving forward. It's a real problem. So back to Karen's presentation. It looks like it's evolved substantially since the last meeting I went to, which was probably a while ago. I have a couple of specific comments. I do believe coming up with some way to make things potentially affordable and livable for people who work here and serve the needs of the community is important. To the extent these proposals move in that direction, I think it's great. I'm having trouble with is, I don't see any reason to make density adjustments for market rate units. We don't need more market rate units in Incline Village, there's no data to suggest that we do. The 947 project will go forward, but there's no real reason for it to go forward other than to increase tax rolls and somebody's profit margin. It's not needed housing in the community by any data. So, Karen, in terms of the things where you said we are going to allow these things to happen for market rate, I vote no. The adjustments need to be applied to where we need the added housing and where we need the added housing is for the folks that want to live and work here and help us retirees and the rest of us in the community to survive. The other piece of this I missed, I didn't understand what is there to prevent any of these affordable units from being used as short-term rentals. I heard ADU, what are we going to do so ADUs can't be used for short-term rentals because that undermines the purpose of these units. And what we really need is workforce housing. We don't need more short-term rentals, and we don't need more condominiums.

Doug Flaherty said as a resident of Incline Village, I'm going to speak to some issues. TRPA has no data. Any data you have is subjective, arbitrary, and capricious. It's becoming clear that you lumped in your discussions achievable, affordable workforce. But you're discriminating directly right now when you use the term, 'missing middle.' How can you go into the missing middle? Why didn't you start with the workforce? I'm just wondering about workforce housing, the levels of income with workforce should have been addressed first. You're disenfranchising the workforce group. Also, salary evaluation, is that going to be the gross salary? Net salary for public agencies like firefighters, law enforcement, and even nurses?

Is that going to include their retirements? Are you going to have to factor in their retirements as income? What about the second jobs that our community service and first responders have? Are we going to factor in the second job income? I think you guys are going down a slippery slope here. Finally, please go to my website, TahoeCleanAir.org. We talked about fire evacuation. You're pushing your development into town centers. Somebody said earlier that's going to work better for the community. Absolutely not. During a wildfire evacuation, you're doing the worst thing that you can do and that's pushing increased height, density, and coverage into town centers. It's going to be harder to get out of town centers during a wildfire evacuation. TRPA is aware of what the hazards are. They're not informing visitors and the community of the facts and the perils of wildfire evacuation.

Helen Neff said I'm not going to repeat my concerns about environmental impacts and fire evacuation, although to say that I believe the premise of having fewer parking spaces for people who will live in a town center without a car, which brings up the question of how they evacuate without a car. But I'm sure that we'll be looked at. For deed restrictions, I would say for a unit that's going to be sold, I think that's what title companies do. If you put a deed restriction, it's part of the closing process. The title company does a search. I think other people know better than me how that's done. For the housing studies that Chair Becker brought up, on page 19 of the Vail study, is an excellent analysis of the contribution that workforce housing can make to a community in comparison with building a parking lot for commuters to park their cars and if they have to drive someplace to work. I found these statistics very interesting. And my last point is on the Tahoe area plan. I'm very concerned about that amendment that allows for luxury development without a definition of mixed-use. I questioned the reasoning by planners, both Washoe County and TRPA, to say that allowing for condos in our town center makes a walkable Town Center, as long as we have State Route 28, a Speedway going through our Village, we will not have a walkable Town Center. I just wanted to bring that up in the housing. And I really wish that Commissioner Hill was still here on this meeting to hear these points because I think they're very important.

Alex Tsigdinos said I'm a full-time resident. And I just want to reiterate two points, but I think they're important. So, I'll say them again. First, concerning short-term rentals today, there's no cap on those in Incline. If just 10% of the STRS in Incline were converted to long-term rentals, as the study Karen mentioned in South Lake seems to suggest, that would instantly get us 100-120 housing units without paying any subsidies, building any high rises, and having parking issues. So that's a cheap way to do this. Second, we just have a two-lane road in and out of Incline Village and Crystal Bay. So, you can put more people here with high-density housing, the Waldorf, the new 947, and since those last three projects I mentioned are all going to be built simultaneously over the next three years, imagine all the truck traffic that will generate. But no matter how much of that you do, they're still just a two-lane road in and out of here. And if you recall, the campfire in paradise that moved at 100 yards every 30 seconds. So please do consider that as you look at all these projects. Thank you.

**7. CONTINUATION OF AGENDA ITEM 6 FROM FEBRUARY 6, 2023 MEETING** – Continued discussion on the topic of the IVCB CAB to prepare a presentation to the Washoe County Commissioners. These discussions will take place throughout the next few months during CAB meetings. **(Possible Action Item).**

Chair Becker said item seven was started in February, with a discussion of a possible presentation to the Washoe County Board of Commissioners on the subject of Incline Village/Crystal Bay issues of concern. The CAB voted to have Kevin Lyons prepare a draft of the presentation. Kevin was not able to be here tonight because he had a business meeting he had to attend out of the county. So, he asked me to give you a couple of pieces of information.

Kevin is going to prepare a flash vote survey in a couple of weeks of issues that are of most importance to Incline Village. He'd like to get feedback on those issues and what should be in those issues. And he

said initially, I'm going to put on the website his current email address, which is Kevin@molocopartners.com, and I will give anyone here that address later, and it'll be on the on the website.

We spoke on the phone today and prepared a just a list for people to think about and I am asking that the CAB members and public email Kevin about what you think are the most important issues to include. We don't really have the time to go through the list in detail. But if we could get some public comments on issues that you think are the most important that we would want to communicate to the commissioners, so the new commissioners who have to make decisions related to IVCB will be more informed by the Incline Village/Crystal Bay community. So perhaps we could have some public comment and CAB comment on what they think are the most important issues. And then mainly giving email input to Kevin so that he can start working on the flash vote survey, and then on the presentation that he will make. We will make sure that we have shorter agendas when we're really talking about these issues.

Roxanna Dunn said I think tonight has shown that number one, emergency preparedness; number two planning and zoning, and number five, housing is all very interrelated. And very much at the forefront of people's concerns.

Judy Simon said I think these are all good topics. And they demand a fuller discussion if we could. For planning purposes, if we could come up with a list of the top three, and as you mentioned, Diane, they're all very interrelated.

Margaret Martini said Washoe County Commissioner, Alexis Hill is very familiar with our issues up here. She's our only representative. She's also on several boards: the transportation board, the TRPA, etc. And until we can get adequate and honest representation for our community on those venues then I think that we're almost fighting a losing battle. The other thing I'm looking at from the TRPA, and from various agencies is reliable and accurate data. We're not getting that. We're getting the fluff version. I see things in the newspaper that Lake Tahoe has been the cleanest it's ever been in 80 years. There's a scientific reason for that. The lake turns over. And that is never presented in the data. When you look at the articles that are written and stuff that is never presented unless you go down to the Davis center, they'll present it to you, but you don't see that in the newspapers. I think that adequate and accurate data is number one. I think that Kevin does a good product in Flash Vote. When you look at the algae blooms in the lake, the TRPA is so concerned about their density, height, and everything. What about the muck that's in the lake? Last April, I my daughter was pregnant, we were going to take pictures down at the lake. I wouldn't even go in the lake. It was full of gross, slimy muck. The TRPA is supposed to be doing stuff about the clarity of the lake. I don't see how the density factors, height, paving, parking, and all that is addressing the clarity of that jewel, that single thing that brings everybody here. It is fragile. They were tasked for that 20 years ago. We have a mess and TRPA is not doing their job to keep our lake blue.

Carolyn Usinger said because TRPA is here, you should understand the importance of your role. Right now, the evacuation plans for Incline Village, developed by Washoe County, tell you how to get to state line and stop. It would be good for Washoe County to know that their disaster plan goes to the state border and stops and completely ignores that it takes sometimes it often takes an hour to get through Kings Beach, because of the amount of congestion and because of the roundabouts. But all their statistics talked about all the capacity of the roads. It's not full information. It's information that helps them feel good. But it is going to block us on the Nevada side. So, we won't be able to get through in California. And people will die. And the fact that the that this plan has been in place since 2008 and none of the county people have even thought about it or read about it means that there needs to be community involvement in emergency preparedness. And that's the bottom line. The people from Incline should be involved in the process because we don't trust that they will produce a plan that involves all of the factors.

Sara Schmitz said I think this is a perfectly adequate list. But our number one problem is that we have a county commissioner that refuses to listen to the community. And she serves on all of these boards. And these issues have been discussed time and time again. And until we have a representative who's interested in truly listening and engaging with the community, we will never have any of these issues addressed. I think for our community, we need to look seriously at where we are with this incorporation because we are not getting representation and we are not being listened to. And we are reaching out to these other commissioners to find others who will listen to our community because our representative is not.

Doug Flaherty, [tahoecleanair.org](http://tahoecleanair.org), said number one, emergency preparedness, where it says evacuation planning, evacuation models and assumptions i.e., what roads will be available for evacuation. I'd like to suggest adding to that. Requiring a roadway-by-roadway evacuation capacity evaluation for Washoe-Tahoe, and the entire Lake Tahoe Basin. Number seven: protection of the lake and environment; I'd like to add i.e., a cumulative Environmental Impact Statement since the Regional plan for Incline Village, Washoe-Tahoe, and the entire Lake Tahoe Basin affects all of us, and before any further public and private projects are considered.

Carole Black said don't disagree with anything that's been said. Let me just make a comment about thinking about how to organize this. It might be a consideration; I'm thinking about two or three bubbles here. And then clustering things within it. One would be emergency preparedness; another would be safety. And then I'm thinking of protection and the environment, and I'm trying to figure out if we can get everything kind of clustered in those areas. Or there's a third one that just says, 'living' or something like that, and then try and cluster things. I'm talking about how to present this to focus it at a higher level and then dig deeper. So, it's sort of organization. It's not content, specifically. I'm struggling with the most is number four. Not that I disagree with what is written there. But I'm not sure that we want to present it exactly that way. I think we may want to think about presenting it more from the standpoint of living in the community, and how do we relate to the world? But it's more kind of the optics of how to present this. If we're going to try to present it to the county and get them engaged, getting them engaged about getting us out of here in emergency safely, they should want to pay attention to that. TRPA at least says they're interested in that. And I think they are at some level. And then, 'community life,' might be the third, and then try and cluster it into some broader overarching components that we might be able to get a little bit better engagement on, then the way this is presented. I don't have any trouble with the content. I'm just trying to figure out how to present it in a way that might capture a response. This is the priority stuff we've been talking about all evening. It's just a thought, I don't know if that helps or not.

Kathie Julian said I'm looking at this list. And I think the shorter, the better. As Roxanna mentioned, emergency preparedness, planning and zoning, and housing. They're very interconnected. I think those are also things that the county commissioners deal with; protection of the lake and environment that tends to be more TRPA. The local control and accountability that's a little amorphous. Transportation and Traffic, a lot of that is NDOT. I think focusing on the three top things are what county commissioners actually deal with more is a good reason to focus on those.

Helen Neff said thank you to the CAB and Diane for doing this. I think these are important. Obviously emergency preparedness, we just heard that tonight. I think housing could be grouped with planning and zoning. I personally feel transportation and traffic is important, and streets could be grouped if you just wanted to pick three key points. With NDOT, I have tried to communicate with NDOT, and whatever the Board of Commissioners could do to make it easier, they have the influence with NDOT. I do not think we have any influence whatsoever. I found it very frustrating at the March 22 TRPA RPIC meeting when the chair of the governing board said that the committee should recommend the change to the town area plan



because that was passed unanimously by the Washoe County Board of Commissioners. And for those of us at that meeting or those who can listen to the recording, it was clear that the other commissioners were just going to defer to Commissioner Hill and her recommendation. So, the four other commissioners must know the important points to our community so that our voices can be heard.

Chair Becker said Kevin Lyons is planning to listen to the entire meeting today.

**8. CAB BOARD MEMBERS ANNOUNCEMENTS – This item is limited for announcements by CAB members. (Non-Action Item)**

Denise Davis said we have a community forum meeting this Friday at 9 am at the Incline Library.

**9. APPROVAL OF MINUTES FROM PREVIOUS MEETING APRIL 3, 2023 (Possible Action Item)**

**MOTION: Chair Becker moved to continue the approval of the minutes to the next meeting since we didn't get the minutes until Friday. Chris Wood seconded the motion to continue to approval to the next meeting. The motion carried unanimously in favor.**

**10. GENERAL PUBLIC COMMENT —**

A public member said I'm concerned when I hear that there's going to be a planned evacuation thing in July or August. We're far away from that and we need to talk to them about that. Their evacuation plan literally is going to the border and then go find Fernley. And so, to invite emergency disaster people up here to conduct an evacuation, they don't have the credibility to do that yet. They need to come and talk about what needs to be in that plan before we have any kind of practice. And it just seems like they're way off. They're not listening, they're just thinking that they can write a little thing and we'll all be happy, because they can say they're three roads out of here. I think it would be embarrassing for them to show up and try to do a plan when they haven't even discussed it with the public.

Margaret Martini said I want to thank this board for all your input and the opportunity for us to say things that have been on our mind and feel like we are being listened to. And I believe this board listens to the community's concerns and is so polite and nice about it. And I think it was great that you had the presentation from TRPA and the representative from TRPA to answer the questions. Although I'm not sure we got answers. It's a typical TRPA dance. And I think that you guys are on the right path and I'm grateful to you guys for what you're doing and what you're presenting. Thank you for your time.

Eileen Larson said one thing I forgot to say earlier, I saw a figure that the evacuation that we're planning for, was about half the number of people who live here. That's the number of cars. When we started to evacuate from the fire at South Shore, we had to figure out the fewest items we could fit in our two cars, two people. It's not half; it's twice.

Doug Flaherty, [tahoecleanair.org](http://tahoecleanair.org), said it's important to make our comments, knowing that there's a difference between a common evacuation plan which is usually done with federal money, which is happening right now. It's valuable because it has a bunch of streets on it with arrows and maybe some instructions on what to do. It might have some information on your fire department resources. However, those types of evacuation plans are used as a glide path for agencies like the TRPA to rubber stamp and check the box and say we have an evacuation on plan. There's a big difference between that and a roadway-by-roadway evacuation capacity evaluation. The California Attorney General under CEQA, their guidelines for projects state that all projects, both private and public should undergo an analysis and evaluations of the evacuation impacts after considering roadway-by-roadway capacity evaluation. This is something that's not new. TRPA has known about it for a very long time, they continue to fail to

act. And unfortunately, the results such as Paradise, the Butte County Board of Supervisors ignored that particular roadway-by-roadway evacuation analysis. They asked for a halt to multi-family dwellings, the board of supervisors at Butte County ignore that and 85 people or more die.

Kathie Julian said, Marc, thank you so much for taking the time to listen here and hold down the fort for the county. Second, I urge everyone to go online to Envision Washoe 2040.org and fill out the commenting platform survey on our Tahoe Character plan as part of this larger Washoe County Envision study that they're doing. We have till May 7 to provide comments. It's interesting. You click on little bubbles, you address what are the development constraints, what are the development opportunities, and what are key issues. What is the vision of the character of Washoe-Tahoe, and we should have our input in this plan. It's part of a larger county plan. It's a very interesting platform for commenting. I encourage everyone to go in and do it.

**11. ADJOURNMENT** – The meeting adjourned at 8:09 p.m.

[cusinger@yes2connect.com](mailto:cusinger@yes2connect.com)

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**From:** cusinger@yes2connect.com Monday,  
**Sent:** To: April 3, 2023 12:34 PM  
**Cc:** 'Echeverria, Kelly'; 'Hill, Alexis'; 'rsommers@ntfpd.net'; Tia Rancourt'; 'ISW@ivgid.org' 'Linda Offerdahl'  
**Subject:** RE: Disaster Preparation - Incline Village

Thank you for your quick response. Unfortunately, evacuation plans shouldn't be timed based on "funding sources". They are the core of how a disaster is managed. This document was created in 2008... and updated almost every year since then. The County Commissioners approved it multiple times - and probably believed that Washoe County had created a valid Evacuation Plan. We have not had a valid plan for Zone 6 since 2008 - and maybe never. Because of this, I am a bit distrustful of the updating process.

The document says that; 'The Evacuation, Sheltering, and Mass Care Plan, including appendices, will be reviewed and approved on an "as needed" basis.' **THE REPORT NEEDS TO BE UPDATED FOR ZONE 6 IMMEDIATELY.**  
**It is woefully inadequate for an area that has high likelihood of evacuation needs.**

Regarding the completion of "Phase 1" of the plan, I am wondering what the cost of adding "non-congregate sheltering" was? I reviewed the plan again and the information on "non-congregate sheltering" is boiler-plate information - nothing more. To be fair, the document also said that the report was "reformatted" to fit a new template. Frankly.... an administrative aide could have done it. Calling these changes a "Phase" seems an overreach.

I have these remaining questions:

- 1) When was the last time evacuation plans for Zone 6 were discussed with your partners? Is there a clear understanding among all partners of this evacuation plan - or are people just going to "wing it"?
  - a. In other words: Is there a plan - and it simply hasn't been documented..... or are we in the stage where a plan has to be developed?
- 2) What date will the documenting of this plan (i.e. Phase 2) for Zone 6 be started.... and finished?
- 3) Is this update being done by a contractor or staff familiar with Zone 6?
- 4) What public input will there be?
- 5) What agreements are in place with California to manage the evacuation process?
- 6) What studies have been or will be done on the impact of the Kings Beach roundabouts?
- 7) What agreements are in place with California for shelter locations? (Kings Beach and South Shore)

Evacuation plans determine whether people survive or are die in a disaster.

My house and home office were burned in the Oakland East Bay fire in 1991. People DIED because the evacuation plan didn't address the actual conditions of the area. More recently, people DIED in the Paradise fire (Camp Fire) because evacuation was never really addressed and evacuation roads were narrowed.

Evacuation plans are not just "pieces of paper;". Carolyn

Usinger  
925 3609076

**From:** Echeverria, Kelly <KEcheverria@washoecounty.gov>

**Sent:** Friday, March 31, 2023 4:39 PM

**To:** cusinger@yes2connect.com; Hill, Alexis <AHill@washoecounty.gov>; rsommers@nltpd.net; Tia Rancourt <trancourt@nltpd.net>; ISW@ivgid.org Cc:

'Linda Offerdahl' ,<linda@ivcba.org>


**Subject:** RE: Disaster Preparation - Incline Village

Good Afternoon Ms. Usinger,

Thank you for sending such detailed notes. We are entering the second phase of updating our plan this year. It is helpful to have the notes below to address with our team and vendor when the update begins. The last update you're referring to was considered phase 1 and was only to add non-congregate sheltering to the plan. We were limited in our ability to do more with phase 1 based on our funding source. As a result of our restrictions we broke the complete overhaul of the plan and our mass care program up into more manageable phases.

NLTPD and IVGID are incredible partners and bring a wealth of knowledge and experience to the table. Both will be included in the remaining phases of our plan update. If you come across any additional areas of concern please don't hesitate to send them over so we can review and possibly include them in our updates.

All my best,


 Kelly Echeverria (She/Her/Hers), CEM, MCEM Emergency Manager I  
 Liaison Office of the County Manager | Emergency  
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**From:** [cusinger@yes2connect.com](mailto:cusinger@yes2connect.com) <[cusinger@yes2connect.com](mailto:cusinger@yes2connect.com)>

**Sent:** Thursday, March 30, 2023 9:40 AM

**To:** Echeverria, Kelly <KEcheverria@washoecounty.gov>; Hill, Alexis <AHill@washoecounty.gov>; rsommers@nltpd.net; Tia Rancourt <trancourt@nltpd.net>; ISW@ivgid.org

**Cc:** 'Linda Offerdahl' <linda@ivcba.org>

**Subject:** Disaster Preparation - Incline Village

I am confused and concerned about the published evacuation disaster plan for Washoe County. I live in Zone 6, Incline Village, and am confused and concerned:

This week I attended the Wildland Urban Interface conference, held by the International Association of Fire Chiefs. As part of that, I reviewed the published evacuation disaster plan for Washoe County. I live in Zone 6, Incline Village, and am confused and concerned:

1. Why are the potential shelter sites for zone 6: "Reed High School in Sparks or Fernley High School in neighboring Lyon County" (page 81)
  - a. It seems more logical to have potential shelter sites in Kings Beach (Placer County), in Carson City County, South Shore, AND at Galena High School. If you list Fernley High School, you might as well list Merced High School in California - no one knows where it is; and in a disaster, the distance is ridiculous.
2. There is no discussion of a need for multiple shelter sites for zone 6 because the evacuation routes lead to four different counties and two states.
  - a. Where will school buses *evacuate*- and how will parents know how/where to reunite?
3. Incline Village apparently needs 18 buses to handle the estimated 754 people without vehicles (page 60,61). I believe that this does NOT include Incline's 738 students.)
  - a. There are 5 school buses in town - for the students. Since the maximum number of TARP buses readily available MIGHT be 2..What is plan B for the remaining 680+ people?
4. There is no discussion of the effect of tourism on evacuation plans.... nor does it mention the effect of weather on evacuation plans.
  - a. The writer of this plan obviously has not visited Incline Village during summer months or winter months.... or maybe any other month. The population often doubles and the evacuation roads are highly congested.
5. There is no discussion or warning that the evacuation route through Kings Beach has 2 roundabouts which in good times, SIGNIFICANTLY INCREASE the time it takes to get to Highway 267. The plan does not discuss the affect of tourism WITHIN Kings Beach on the ability for Incline residents to reach Highway 267. There are no easily identifiable ways to avoid these roundabouts.
  - a. It might be reasonable for 750 vehicles to go through Kings Beach in an hour.....but after you account for the regular Kings Beach traffic, how many of those are from Incline Village? What support will California Highway Patrol give to moving traffic through Kings Beach?
  - b. I know that there are no simple solutions to this problem, BUT THE PROBLEMS SHOULD BE PUT IN THE REPORT.
6. The report does not discuss the effect of 2-lane roads with emergency vehicles using one of the lanes. By law, drivers in the other lane MUST STOP when emergency vehicles are traveling in either direction. Does this apply in evacuations? How will this uncertainty affect the evacuations? How will ambulances get through when one lane is for evacuation, and another lane is for incoming emergency vehicles?
7. The zip codes listed for zone 6 include 89703 and 89704 -which are Carson City zip codes. (page 66).
  - a. If this is because the report puts Pleasant Valley (in Washoe Valley) with Incline Village - this is in error as this area doesn't share ANY evacuation routes with Incline Village.
8. There is no discussion of the number of employees who drive INTO Incline for work (i.e. are not residents). Hyatt has a staff of 73, IVGID has 500 seasonal workers alone. Most employees don't live in Incline.....Increasing the number of vehicles to evacuate.
9. The hazard risk for Wildfire section lists Incline Village as a vulnerable area. Yet all evacuation routes are streets in Reno.

•10. What plans/agreements have been made with California communities for evacuation services for Incline Village?

**At best, this report is disappointing. When I realize that this report has been UPDATED 12 times since 2008, it is inexcusable. The 2022 "plan" involved a "Crisis Ready Group". Were there representatives from each group, and if so, who was the representative for Zone 6?**

This report seems to be an example of someone filling in a template - and as long as each field has some words in it, that's good enough. It is certainly not a plan for a REAL EVACUATION.

Please let me know how this can be corrected

for Zone 6. Carolyn Usinger  
925 360 9076

Hwy 28, Incline Village

4/30/23

1. Who cleans the sidewalks? - - who would want to walk or bike in this mess?
2. NDOT (in theory) cleans the gutter/storm drains - what is timetable?

*Fine sand from roads is a major cause of reduced lake clarity*

*What material is being spread on roads?*

