

## Jeff Cowen

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**From:** Svata <sk8rs@charter.net>  
**Sent:** Wednesday, November 17, 2021 8:14 PM  
**To:** Bridget Cornell  
**Subject:** Opposition to TTD Temporary Special Use Permit

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

### 14. Public Services

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

**19. Recreation**

a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

• **SIGNED: (Mrs.) Svata Trossen**

**Address in IVCB: 1461 Glarus Court  
Permanent Resident since 1994**

## Jeff Cowen

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**From:** Daniel Streck <PerioJD@hotmail.com>  
**Sent:** Wednesday, November 17, 2021 6:11 PM  
**To:** Bridget Cornell  
**Subject:** Proposed "Special Use Permit" by TTD hearing  
**Attachments:** Dear Bridget and Tahoe Regional Planning Agency.docx

Hello Bridget, please find the attached letter regarding my opposition to the proposed "Special Use Permit" for the property at 771 Southwood Blvd (locally known as the Old Elementary School OES). I sent you an email as well which was sent last March to Judi Allen. It appears that my input then was not considered at all even though the traffic issues has gotten worse. No one can deny that the traffic intensity will only increase with TTD's proposal.

Please include my attached letter AND the email I sent to you, including Judi Allen's response, into the public record.

Respectfully,  
Daniel Streck

Sent from [Mail](#) for Windows

## Bridget Cornell

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**From:** Shannon Hess <shannon@morshess.com>  
**Sent:** Wednesday, November 17, 2021 10:40 PM  
**To:** Bridget Cornell  
**Subject:** Fwd: ACTION ALERT-Bus Hub: Sign & Forward TODAY

----- Forwarded message -----

From: <[rondatyce@aol.com](mailto:rondatyce@aol.com)>  
Date: Wed, Nov 17, 2021 at 3:13 PM  
Subject: ACTION ALERT-Bus Hub: Sign & Forward TODAY  
To: <[rondatyce@aol.com](mailto:rondatyce@aol.com)>

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

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c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

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c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

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• SIGNED: **Shannon Hess** [YOUR NAME ]

Address in IVCB: **521 Spencer Way, Incline Village, NV 89451**

## Bridget Cornell

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**From:** Stephen Barney <bar7ney@gmail.com>  
**Sent:** Thursday, November 18, 2021 9:17 AM  
**To:** Bridget Cornell  
**Subject:** Fwd: ACTION ALERT-Bus Hub: Sign & Forward TODAY

TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

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--

Stephen A. Barney

[bar7ney@gmail.com](mailto:bar7ney@gmail.com)

667 Tumbleweed Circle

Incline Village, NV 89451

## Bridget Cornell

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**From:** Helene Larson <helene.larson@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:35 PM  
**To:** Bridget Cornell  
**Subject:** Fwd: ACTION ALERT-Bus Hub: Sign & Forward TODAY

## Attention: Bridget Cornell:

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d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties. Also, bus traffic interferes with the usual local use of the Northwood/Southwood intersection with Hwy 28. This is my main access to and from town and my home.*

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Helene Larson  
822 Northwood Bld., #1  
Incline Village, NV

## Bridget Cornell

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**From:** Myra Hanish <myrahanish@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:47 PM  
**To:** Bridget Cornell  
**Subject:** Fwd: ACTION ALERT-Bus Hub: Sign & Forward TODAY

----- Forwarded message -----

From: <[rondatycer@aol.com](mailto:rondatycer@aol.com)>  
Date: Wed, Nov 17, 2021 at 3:13 PM  
Subject: ACTION ALERT-Bus Hub: Sign & Forward TODAY  
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TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

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• **SIGNED: Myra Hanish**  
**1082 Lucerne Way,**  
**Incline Village, NV 89451**

## Bridget Cornell

---

**From:** tradewynne <tradewynne@gmail.com>  
**Sent:** Thursday, November 18, 2021 9:26 AM  
**To:** Bridget Cornell  
**Subject:** Bus Hub

TO: TRPA Bridget Cornell bcornell@trpa.org

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1487 Tirol Drive., Incline Village, NV

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**Sent:** Wednesday, November 17, 2021 3:16 PM  
**To:** Bridget Cornell  
**Subject:** [BULK] DO NOT APPROVE BUS HUB AT OES

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1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

### 14. Public Services

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

**19. Recreation**

a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will contribute to overtourism at all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

• **SIGNED: Ronda Tycer**  
**814 Toni Court**  
**Incline Village, NV 89451**

## Jeff Cowen

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**From:** Daniel Streck <periojd@hotmail.com>  
**Sent:** Wednesday, November 17, 2021 5:52 PM  
**To:** Bridget Cornell  
**Subject:** FW: Has any one done a traffic study or environmental impact study?

Sent from [Mail](#) for Windows

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**From:** [Daniel Streck](#)  
**Sent:** Wednesday, November 17, 2021 5:46 PM  
**To:** [bcornell@trpa](mailto:bcornell@trpa)  
**Subject:** FW: Has any one done a traffic study or environmental impact study?

Dear Bridget and Tahoe Regional Planning Agency,

You will see below that I reached out to Judi Allen, March 2021 regarding the proposed transportation hub by TTD. Actually now the request is for a "Special Use Permit" which is TTD's sinister way to ultimately secure and construct a permanent bus hub. I am hoping that the TRPA will not be fooled by their methods. Any use of the area (Old Elementary School hereinafter OES) for this purpose will only INCREASE the traffic congestion in and around the area. I presume that a "Special Use Permit" skirts all the required environmental, noise, traffic studies which would apply should there be an actual construction of the desired hub. It appears that TTD is trying to achieve their goal in increments!

Please note the photos in the March 5, 2021 email below (Oriole, Southwood at the Tahoe Incline Apartments and intersection of Tahoe Blvd and Southwood Blvd). These photos were taken by me on January 26, 2021; an average winter Tuesday (not summer high season), mid-afternoon, and non-rush hour. This is more traffic than seen at the main intersection of Tahoe Blvd and Village Blvd in Incline Village. The traffic at rush hour, end of the school day and construction are ten times the activity. The thought that TTD thinks the bus hub will diminish traffic and congestion in Incline Village and, Southwood Blvd specifically, is ludicrous.

I am asking that TRPA request some study on traffic congestion, noise and waste pollution from TTD before any "Special Use Permit" is even considered. My guess is that those making these decisions have NO idea of what really occurs on Southwood Blvd and Tahoe Blvd. And I doubt that any member of TTD or TRPA even live in the area discussed so naturally they would not be effected by the noise and pollution.

The proposed area to be included in the "Special Use Permit" sits directly across from the 75 Unit-Tahoe Incline Apartments (with parking issues already) and just south of The Village Shopping Center (which includes the Main Post Office...Southwood Blvd is one of the main arteries to travel to the Post Office). Additionally, Oriole and Southwood Blvd are the direct access lines for the Fire Department. One needs to only stand on the corner of Oriole and Southwood to hear the fire trucks frequently whizzing by. All of these "entities" mentioned have contributed to the congestion, traffic and noise. To add bussing and parking for hundreds of additional vehicles to the area will not improve but impede the traffic even more. Make no mistake, the cars will be lined up for blocks should the "Special Use Permit" parking be allowed to move forward; but then again TTD already knows this!

This bussing hub will bring in more traffic into the valley. Why is the TTD and TRPA not looking outside the area and transporting tourists in? The overall scheme makes no sense. The proposed plan is a simple fix, no brains needed (an



open spot on paper) for a complex environmental problem. The hub will bring in more cars not less; a hub outside the valley would bring people NOT cars!

I ask TRPA to decline the "Special Use Permit" and request an environment impact, traffic, noise/garbage pollution study before moving forward on any proposed use of the land.

Respectfully,

Daniel Streck

Sent from [Mail](#) for Windows

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**From:** [Judi Allen](#)

**Sent:** Wednesday, March 10, 2021 8:13 AM

**To:** [Daniel Streck](#)

**Subject:** RE: Has any one done a traffic study or environmental impact study?

Thank you for your comments.

*Best,*

*Judi Allen*

*Tahoe Transportation District*

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**From:** Daniel Streck <[periojd@hotmail.com](mailto:periojd@hotmail.com)>

**Sent:** Friday, March 5, 2021 10:36 AM

**To:** [info@tahoetransportation.org](mailto:info@tahoetransportation.org)

**Subject:** Has any one done a traffic study or environmental impact study?

The thought of adding hundreds of extra cars to an already packed traffic problem is ludicrous! These photos were taken during a mid-week, mid-afternoon, non-high season day. What will it look like at high season? There is a 75 unit apartment complex across from where the proposed hub will be and there is in sufficient parking for it. People are parking on the streets in the surrounding area; it's already a mess! Daniel Streck













Sent from my iPad

## Jeff Cowen

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**From:** McAvoy Layne <mcavoylayne@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:28 PM  
**To:** Bridget Cornell  
**Subject:** Fwd: ACTION ALERT-Bus Hub: Sign & Forward TODAY

----- Forwarded message -----

From: <[rondatycer@aol.com](mailto:rondatycer@aol.com)>  
Date: Wed, Nov 17, 2021 at 3:13 PM  
Subject: ACTION ALERT-Bus Hub: Sign & Forward TODAY  
To: <[rondatycer@aol.com](mailto:rondatycer@aol.com)>

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*



b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

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#### 14. Public Services

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

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#### 18. Scenic Resources/Community Design

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

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a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

• **SIGNED: McAvoy Layne**

**Address in IVCB: 801 Northwood Blvd #49  
Incline Village, NV 89451**

--

McAvoy Layne

<http://www.ghostoftwain.com>

Email: [McAvoyLayne@gmail.com](mailto:McAvoyLayne@gmail.com)



"Always do right, this will gratify some

and astonish the rest." -Mark Twain

## Jeff Cowen

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**From:** Nancy L Porten <nancyporten@gmail.com>  
**Sent:** Wednesday, November 17, 2021 4:50 PM  
**To:** Bridget Cornell  
**Subject:** Incline Village Bus Hub Proposal

Dear Bridget,

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

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**Nancy Porten**

**Address in IVCB:**

## Jeff Cowen

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**From:** Shirley <Shirleyroxburgh@earthlink.net>  
**Sent:** Thursday, November 18, 2021 6:12 AM  
**To:** Bridget Cornell  
**Subject:** Fwd: Protest TTD Request for TRPA Approval for East Shore Express

Sent from my iPhone

Begin forwarded message:

**From:** Shirley Roxburgh <shirleyroxburgh@earthlink.net>  
**Date:** November 17, 2021 at 12:34:43 PM CST  
**To:** Bridget Cornell <BCornell@trpa.com>  
**Subject:** **Protest TTD Request for TRPA Approval for East Shore Express**

Dear Bridget

Please add the following comments to the public input for the TRPA November 18, 2021 meeting.

TTD is requesting permission to operate the East Shore Express on a legal basis. Previously TTD has operated without a Special Use Permit. I implore TRPA to reject this request.

There are many reasons for TRPA to deny this permission. One of the most important issues is the Transportation/Circulation Issue. Incline Village is a small village that has managed to maintain its Lake Tahoe charm. Hundreds of cars daily accessing Incline Village to access the East Shore Express obviously creates traffic issues. The local streets are not built to accommodate this volume. Pedestrians and bicyclists will be at peril. There are obviously air quality and noise issues as well. I question why TRPA would even consider allowing TTD to negatively impact the environment that TRPA promises to protect.

Shirley Roxburgh

20 year Incline Village Resident

## Jeff Cowen

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**From:** Svata <sk8rs@charter.net>  
**Sent:** Wednesday, November 17, 2021 11:28 PM  
**To:** Bridget Cornell  
**Subject:** Oppose TTD Special Use Permit Request - From J & J Hagy

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

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c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

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c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

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**18. Scenic Resources/Community Design**

b. "Be visible from any *state* or federal *highway*, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

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a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

• **SIGNED: Gerald and Joan Hagy**

**Address in IVCB: 690Davidway**

## Jeff Cowen

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**From:** Joe Shaefer <joe@jlshaefer.com>  
**Sent:** Wednesday, November 17, 2021 4:12 PM  
**To:** Bridget Cornell  
**Subject:** More than 1400 IV residents do not want private profit to overrule public good

Dear Ms. Cornell:

I am opposed, and have been ever since studying the "coincidences" of private enterprise profiting from public misery, to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents, mostly our lower income residents, who live nearby.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

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c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway 28 and 431 roundabout and the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*



d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

**14. Public Services**

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods around the bus station, where most low-income residents will be at work during the day..*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

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Please consider our residents and our children.



Joseph L. Shaefer  
Brigadier General, USAF, Ret.

569 Len Way  
Incline Village, NV 89451

## Jeff Cowen

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**From:** Aaron Vanderpool <Aaron\_Vanderpool@snceagles.sierranevada.edu>  
**Sent:** Thursday, November 18, 2021 10:31 AM  
**To:** Bridget Cornell  
**Subject:** OES Petition

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

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a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

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### 14. Public Services

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

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**18. Scenic Resources/Community Design**

b. "Be visible from any *state* or federal *highway*, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

**19. Recreation**

a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

• **SIGNED: Aaron Vanderpool**

806 Oriole Way  
Unit 20  
Incline Village, NV 89451

## Jeff Cowen

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**From:** Nick Maiocco <nickvine4@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:50 PM  
**To:** Bridget Cornell  
**Subject:** Opposed to Bus Hub

TO: TRPA Bridget Cornell

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

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• **SIGNED: Nicholas Maiocco**

**Address in IVCB: 553 Len Way Incline Village, NV 89451**

Sent from [Mail](#) for Windows

## Jeff Cowen

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**From:** Robyn Barnes <tvrobyn@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:32 PM  
**To:** Bridget Cornell  
**Subject:** Opposed to IV bus hub!

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

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Sincerely,

Robyn and Ben Barnes  
465 Eagle Drive  
Incline Village, NV. 89451

## Jeff Cowen

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**From:** Pamela Tsigdinos <ptsigdinos@yahoo.com>  
**Sent:** Wednesday, November 17, 2021 3:48 PM  
**To:** Bridget Cornell  
**Subject:** Opposed to Temporary Special Use Permit for TTD bus service and parking at OES

Dear Bridget,

Please make sure my email requesting that TRPA deny a temporary special use permit for the TTD to operate a bus service and parking at the Old Incline Elementary School (OES)

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TO: TRPA

I am a full-time resident of Incline Village, NV, who suffers from asthma. I am writing to ask TRPA to **oppose** a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

There are many reasons to oppose this request:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

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Pamela M. Tsigdinos  
1080 Oxen Road  
Incline Village, NV 89451

## Jeff Cowen

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**From:** Jane Barnhart <tahoejaneb@gmail.com>  
**Sent:** Wednesday, November 17, 2021 6:16 PM  
**To:** Bridget Cornell  
**Subject:** [BULK] STOP THE TTD FROM BUILDING A HUB AT THE OES

**Please Please do not have a transportation hub at the old elementary school site. it will have great impact on the noise especially (let alone dangerous) near my condo at 830 oriole Way #36, Incline village, NV89451. There are MANY problems with this but this is just one.**

--

Jane Barnhart

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

775-657-0113 cell

P.O. Box 5560, Incline Village, NV 89450

## Jeff Cowen

---

**From:** Michael Abel <mikeabel900@gmail.com>  
**Sent:** Wednesday, November 17, 2021 4:08 PM  
**To:** Bridget Cornell  
**Subject:** Opposed to the bus terminal at the Incline OES

I 100% support this attached letter

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES. <https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

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## **Michael Abel**

900 Southwood Blvd #4  
Incline Village, NV 89451

**Jeff Cowen**

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**From:** Doug Flaherty <tahoebblue365@gmail.com>  
**Sent:** Wednesday, November 17, 2021 8:24 PM  
**To:** Bridget Cornell; TRPA  
**Subject:** Opposition To Agenda Item V. D. TRPA Hearing Officer Meeting 11-18-21  
**Attachments:** Initial Environmental Checklist - East Shore Express.pdf; HO-Agenda-11.18.21.pdf

To: TRPA Hearing Officer  
VIA: TRPA Staff Member B. Cornell

Please make this part of the record of public comments in connection with Agenda Item V.D. in connection with the November 18, 2021 Hearing Officer Meeting discussed below and please ensure the Hearing Officer receives a copy of this entire email.

RE: November 18, 2021 Hearing Officer Meeting Agenda PUBLIC HEARING ITEM V, D. Tahoe Transportation District/Washoe County School District Temporary Use; 771 Southwood Blvd. & 915 Northwood Blvd., Incline Village, Washoe County, NV; APNs 132-201-02 & 132-012-05; TRPA File Number ERSP2021-0673.

Due to my concerns listed below, I request that the TRPA Hearing Officer either delay the hearing on the above matter for 30 days until the Public is able to receive and review an advanced copy of the required Environmental Checklist 15 days in advance of any Hearing Officer Meeting regarding this issue or deny the requested Temporary Use Permit.

**As of the evening 11/17/21, the TRPA has failed to add the applicant's Environmental Checklist to the TRPA website far from public view. The applicant's TRPA Environmental Checklist could have easily been posted on the TRPA Website along with the TRPA Staff report in connection with Agenda Item V.D.**

I hereby object to and I am opposed to the TRPA Hearing Officer process, content and TRPA Staff recommendations in connection with Hearing Officer Agenda Item V. D, for the following reasons:

1. TRPA has removed recent historical records and file information from their website showing a recent past TTD application for a temporary use permit made by TTD earlier this year in connection with utilizing 771 Southwood Blvd, Incline Village, NV. as a temporary Intercept parking and transient stop.

The TRPA is well aware of the significant amount of community concern and that this project is highly controversial including all matters connected with the use of the Old Incline Elementary School as either a bus hub or a temporary intercept parking use, of which past use has been illegal.

This scrubbed historical information from the TRPA website is a valuable missing element to assist the public in shaping their comments and educating themselves on the history of what has led to Agenda Item V.D. TRPA records showing the past TTD temporary application submittal as "incomplete" should not have been scrubbed from the TRPA website, thereby purposely placing said important information well outside of public view.

2. An extremely important element well deserving of advance public access at least 2 weeks before any Hearing Officer meeting regarding approval of this permit, is the required Environmental Checklist prepared by the applicant, and of which is an important cornerstone in connection with the application approval in question and of which garnishes considerable subjective TRPA Staff endorsement, as indicated within the TRPA Agenda Item V.D. Staff Report. Why is TRPA making it so difficult for the public to review this environmental checklist well in advance of the Hearing Officer meeting?

Due to the highly controversial nature surrounding TTD's use of this property, there reasonably warrants at minimum, the posting of the Environmental Checklist in question on the TRPA Website well in advance of any TRPA Hearing Officer Meeting.

3. While I do not live within 300 feet of the property in question, I requested TRPA's Bridgett Cornell, in writing, to provide me with the same "Notice of Hearing" that property owners within 300 feet of the

property receive and in the same manner. TRPA failed to provide me the requested notice.

4. During a phone call with TRPA regarding 771 Southwood Blvd Temporary use in connection with the East Shore Express, a TRPA coordinating Staff Member agreed that the TTD has been TRPA non compliant in the past by failing to apply for and receive a special temporary use permit for East Shore Express Parking. Throughout the lengthy history of the East Shore Express, the TTD has purposely violated this requirement via TRPA government partnership regulatory acquiescence.

This then, resulting in the violation of TRPA regulations including **ten plus years of failing to complete the required TRPA Environmental Checklist.**

**Because of this, I request that the TTD is first fined for it's  $\gamma$  years of TRPA regulatory and environmental abuse in the same manner as TRPA would fine any landowner; and that the TTD forfeit **any** TRPA approval of all of their proposed projects for a period of one year and that this **particular** application be denied on the basis of TTD's blatant regulatory abuse.**

5. During a recent public records request to the TTD, **a draft** TRPA Initial Environmental Checklist was provided by the TTD. This in connection with **the past** application for "Intercept parking for east shore express shuttle service to SR 28 and Sand Harbor" Parcels (132-201-02 and 132-012-05) (TRPA File **ERSP 2021-0673**).

Since TRPA has withheld an advanced copy of the current Agenda V.D., Environmental Checklist, I protest this particular application.

**"The Environmental Checklist questionnaire **MUST** be completed by the applicant based on evidence submitted with the application. **All "Yes" and "No, With Mitigation" answers will require further written comments."****

- In the past, TTD has failed to adequately provide written comments for all "Yes" or "No" items as marked within the Environmental Checklist.
- In the past, TRPA's response to Items 13 a.,b.,c. and d. were **vague, arbitrary, highly controversial and uncertain in both context and intensity, subjective and opinionated without any supporting data whatsoever including traffic studies**. The TTD has stated that the project is a "mitigation". However, the opposite can be more logically concluded that

the project and "intercept parking" will effectively increase capacity **by actually adding a total of 14,285 seasonal trips** thereby creating a cumulative and adverse environmental effect on Incline Village and the Lake Tahoe Basin. **Calculations utilizing the new TRPA "Vehicle Miles Traveled" (VMT) approach, if calculated at a minimum of 20 miles per trip to and from the temporary parking areas of both Washoe County School properties would equate to an additional 285,000 miles of VMT directly environmentally and adversely impacting Incline Village.** Anyone who lives in Incline Village knows that any additional East Shore parking is at capacity at the same time that the East Shore Express parking fills to capacity. The TTD and TRPA position that the region will actually see a decrease in VMT or trip usage is **vague, arbitrary, highly controversial and uncertain in both context and intensity, subjective and opinionated without any supporting data whatsoever including traffic studies.**

- TTDs own math doesn't add up: The calculations are **vague, speculative and without detailed supporting data.** The TTD allegation that the project and its **"intercept parking"** will not generate 100 or more new Daily Vehicle Trip Ends (DVTE) seems in error based on figures provided in Item 13c. These figures indicate that the project "reduces" trips by 14,285 annually and that the project is a "mitigation". (40,000 passengers divided by 2.8 people per car = 14,285 trips reduced). However, in contrast to what the TTD is describing, the proposed project seems to be actually supporting an additional 14,285 trips annually. This when calculated, using the 69 days for temporary use of the project, actually equates to an average of **207 NEW vehicle trips per day.** This when spread over the life of the seasonal use. There is no definitive data provided that would indicate that once the TTD proposed **"intercept parking" or near a bus stop parking** is full, that any other possible parking within the route would be eliminated in favor of **"intercept parking"** capacity only. Therefore the **"intercept parking"** appears to be actually adding trip capacity, use and increasing VMT.
- In the past, TTD has marked Item 9a marked "no" in error. The TTD is very familiar with the fact that the proposed **"intercept parking"** property at 771 Southwood Blvd is located on an earthquake fault.
- Additionally, I have filed a public safety public nuisance complaint with Washoe County Code Enforcement on 11/16/21 against the abandoned, degrading, trespassed and vandalized property at 771 Southwood Blvd. This included comments regarding the property's earthquake fault, possible ground contamination, classifying the abandoned building as a fire hazard and commenting on property asbestos contamination. Using this location as a seasonal bus hub will allow further unauthorized access to the adjacent abandoned school building and jeopardize the safety of the public which will be allowed access through the school sites gates, which are locked when not utilized seasonally, and which has not prevented trespass or vandalism in the past.



I request that the TRPA Hearing Officer delay any further action on the Agenda Item D temporary permit application until the alleged public nuisance is abated.

- In the past the TTD has placed "no" marks appearing in connection with Air Quality, Items 2a., b., and c and these "no" conclusions **are vague, speculative, arbitrary, highly uncertain in both context and intensity, subjective and opinionated without any supporting specific local air quality data whatsoever, including any air monitoring history or cumulative air quality study impacts on Incline Village or the dense Incline Village residential family neighborhoods directly adjacent to the proposed "intercept parking" at 771 Southwood Blvd.** This by failing to provide ongoing and advanced air quality monitoring data utilizing readily available appropriate state of the art PM10, PM2.5 capable EBAM Portable Environmental Beta-Attenuation Mass monitors. **These air quality impacts will most likely occur due to a probable significant increase in fine dust and sediment caused by the proposed project and especially the "intercept parking"**. Without this air quality data the TTD assertion that "NO" air quality impact will occur should be rejected. Knowing the Environmental Checklist items, The TTD has had years to gather definitive and community specific PM2.5 and PM10 EBAM air quality data around the entire circumference of the Lake Tahoe Basin in relation to their projects but they have failed to do so. Why? No further projects should be approved until the TRPA and the TTD provide at minimum, 24 hr 360 degree, community specific and publicly transparent EBAM air quality monitoring studies and data.
- The "no" marks appearing in connection with Noise, Items 6 a., c., and e. **are vague, speculative, arbitrary, highly uncertain in both context and intensity, subjective and opinionated without any supporting specific noise study data whatsoever and** lack any noise monitoring data that would capture historical or cumulative noise impacts on Incline Village and the Incline Village residential neighborhood directly adjacent to proposed **"intercept parking"** at 771 Southwood Blvd.
- In the past TTD has marked Items 21 a., b. and c. "Significant Impact" as "no", **however** due to the proposed **"intercept parking"**, an additional 207 seasonal trips per day **and an increased average of 287,000 Vehicle Miles traveled** will cause adverse noise and air quality effects on Incline Village as well as the dense residential neighborhood directly adjacent to 771 Southwood Blvd. Not all effects of this proposed project will be positive. **All positive and negative effects** must be accounted for once TTD properly completes and resubmits the TRPA Environmental Checklist for the proposed project which will have **ongoing, incremental and cumulative environmental impacts on the local and regional Lake Tahoe watershed environment.**
- And, finally until TTD properly completes the Environmental Checklist, and the public has an advanced opportunity to review the Environmental Checklist, (at least two weeks before proceeding with the Hearing Officer process), the public is

unable to decipher what may lead to additional public concerns and comments regarding the now absent TTD comments. While I am sure we will see the Environmental Checklist pop up on the TRPA website before the Hearing Officer meeting tomorrow 11/18/21, this is too little too late and represents a failure on the part of TRPA to further public transparency.

**In closing, the TRPA Agenda D staff report is flawed because staff did not perform an adequate cumulative effect study for in connection with this permit, as listed in the TRPA Environmental Checklist.**

Significant and adverse cumulative effect impact occurs from the incremental impact of the action when added to other past, present, or reasonably foreseeable future actions.

TRPA records **will clearly** indicate that the TRPA has over the last 15 years failed to properly protect Lake Tahoe **waters clarity** by approving one incremental project after the other without analyzing and mitigating cumulative **effects/impacts**. This by allowing subjective staff opinions to be recorded time and time again onto the TRPA Paper Tiger Environmental Checklist, of which their "Government Partners" and agenda driven "Collaborators" usually benefit from (exampled here with the TTD Agenda Item D Environmental Checklist in question).

TRPA has allowed Lake Tahoe water clarity to continue in decline by failing to properly consider **all** cumulative environmental impacts. Proper protection of Lake Tahoe Waters demands a cumulative effect study connected with permits like the one in question; this would prevent the process of "impermissibly subjecting the decision making process to the tyranny of small decisions". **Since it's inception, the TRPA and it's government "partners" have enjoyed the luxury of a tyranny of small decisions by approving a multitude of small and seemingly unrelated decisions at the expense of our declining Lake Tahoe Water clarity, this while Lake Tahoe Basin Government Agency "Partners" and "Collaborators" budgets grow and TRPA's power consolidates and increases.**

Sincerely,

Doug Flaherty

[TahoeBlue365@gmail.com](mailto:TahoeBlue365@gmail.com)



## Jeff Cowen

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**From:** Helen Abel <helenabel2@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:52 PM  
**To:** Bridget Cornell  
**Subject:** Opposition to bus terminal

.I know that this is a form letter, but it totally summarizes my thoughts and feelings .

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c."creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It*

*will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. *"changes to existing parking facilities, or demand for new parking." -- If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. *"substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. *"alterations to present patterns of circulation or movement of people and/or goods. -- The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

**14. Public Services**

b. *"effect upon "police protection." -- If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. *"effect upon maintenance of public facilities including roads. -- During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. *"creation of any health hazard or potential health hazard" -- The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. *"exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.*

**18. Scenic Resources/Community Design**

b. *"Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. The hub is visible from Highway 28.*

**19. Recreation**

a. *"creates [no] additional demand for recreation facilities. Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

Signed :

Helen Abel

900 Southwood Blvd #4

Incline Village, NV 89451

## Jeff Cowen

---

**From:** Allyson Willoughby <tahoeborn@hotmail.com>  
**Sent:** Thursday, November 18, 2021 9:30 AM  
**To:** Bridget Cornell  
**Subject:** Opposition to Incline Transit Hub

Good morning Bridget -

I would like to note my strong opposition to the proposed transit hub at the old elementary school property in Incline Village. Please include this email as part of the public record.

There are many reasons this location is not suited for a transit hub - the primary being public safety. It is a dense residential neighborhood. A child was struck by a car there last year - and that was without a bus rotation. I am all for better public transportation in the basin - but this location is not being selected because it is the best location. It is being selected because it is available.

TTD should first study where the safest and best location for a hub would be and then proceed. They have consistently done the opposite.

I will also note that Incline Village homeowners once again had no notice that this was happening. There seems to be a consistent effort to hide things from the homeowners and then schedule a rush of meetings in quick succession to get this project forced through. The residents are tired of TTD's deception.

I urge TRPA to require that TTD do proper urban planning - identify the safest & best site and then move forward.

Thank you,

Allyson Willoughby  
525 Lakeshore Blvd. #39  
Incline Village NV 89451  
(775) 831.0634 (home)  
(415) 309.2497 (mobile)

## Jeff Cowen

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**From:** M Young <mgraoung@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:48 PM  
**To:** Bridget Cornell  
**Subject:** Opposition to Special Use Permit for TDD in Incline

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. The vast majority of IV residents are against this hub. Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express has caused many problems for the community, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE has had and will have many significant negative environmental effects:

2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.

13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.

b. "changes to existing parking facilities, or demand for new parking." -- If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. As just one

impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.

d. "alterations to present patterns of circulation or movement of people and/or goods. -- The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.

14. Public Services

b. "effect upon "police protection." -- If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.

e. "effect upon maintenance of public facilities including roads. -- During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.

17. Human Health

a. "creation of any health hazard or potential health hazard" -- The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

18. Scenic Resources/Community Design

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. The hub is visible from Highway 28.

19. Recreation

a. "creates [no] additional demand for recreation facilities. Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.

• SIGNED: Michele Grau-Young

Address in IVCB: 796 Tyner Way Incline Village NV 89451



## Jeff Cowen

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**From:** Steve Sidells <sasidells@yahoo.com>  
**Sent:** Wednesday, November 17, 2021 3:43 PM  
**To:** Bridget Cornell  
**Subject:** Opposition to TTD Use Permit

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

We are opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

Our reasons are as follows:

The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe and would lower the quality of living and endanger the many children living in the homes, condos and apartments that surround the TTD site. .

**The vast majority of IV residents are against this hub.** We are among the many IV citizens who have signed a petition against the hub at the OES.

Jamie and Stephen Sidells  
900 Driver Way  
Incline Village, NV 89451

## Jeff Cowen

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**From:** 723Burgundy Al <al.oconnor@723Burgundy.com>  
**Sent:** Wednesday, November 17, 2021 5:17 PM  
**To:** Bridget Cornell  
**Subject:** Please Deny TTD Request for a Special Use Permit for a Bus Hub in Incline Village

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

### 14. Public Services

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

b. "Be visible from any *state* or federal *highway*, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

**19. Recreation**

a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

Allan O'Connor  
723 Burgundy Road  
Incline Village, NV 89451

[al.oconnor@723Burgundy.com](mailto:al.oconnor@723Burgundy.com)  
(775) 298-1199

## Jeff Cowen

---

**From:** Richard Miner <dickminer@gmail.com>  
**Sent:** Wednesday, November 17, 2021 9:14 PM  
**To:** Bridget Cornell  
**Cc:** Bill Yeates; Mark Bruce  
**Subject:** Please Do Not Issue a Temporary Special Use Permit to the TTD for a Bus Hub

Dear Ms. Cornell,

You are no doubt in receipt of many signed petitions from Incline Village and Crystal Bay residents who oppose granting the Tahoe Transportation District a temporary special use permit allowing them to proceed with planning for a bus hub at the old elementary school site in Incline Village. I am in agreement with those who are writing or emailing you in opposition to authorizing such a permit. But my opposition goes beyond the reasons mentioned in the petition which many of my neighbors are signing and sending you, some of which reasons I will mention as follows.

I have attended via Zoom most of the meetings of the TTD and the TRPA Board which attempted to address this issue over the past two years and have been astounded by the misstatements of fact made in support of the plan by the likes of Mr. Carl Hasty and others on the TTD staff and its governing board. These differing public statements are now a matter of public record. Throughout this process which belatedly involved token public outreach opportunities sufficient to meet the letter of the law the results have been absolutely no change the course Mr. Hasty and his staff have been pursuing. Beginning with the misstatements of prior use of the school property as a transportation hub used to obtain matching funds from the Federal Transportation Administration on through the failure to conduct the required environmental impact studies and on down to the false characterization of widespread community support for the plan when just the opposite is the case, the TTD'S proposed use of this property smack in the middle of our community as a transportation hub has continued unabated. Our community is united in opposition to the use of this site for a transportation hub.

We are not opposed to such a facility located where it makes sense, where it can intercept out of area traffic arriving from Reno, elsewhere on the north shore, or from South Lake Tahoe and environs. But that is not the plan we have been given and after the lies and prevarications we have endured to date we refuse to believe that it was "...necessary to purchase this property in order to get the matching funds...." as Mr. Hasty and several other TTD board members have publicly stated. Indeed, if that were the case and the TTD does in fact plan to find another location suitable to both our community and to the obvious traffic issues that such a hub will have to mitigate, then no use permit--temporary or otherwise--will be required. The property is now owned by the TTD. They can proceed to find an alternative location which satisfies the true needs for such a facility and then sell the site to locals who will use it for more appropriate and community friendly purposes.

Please do not grant the temporary special use permit at this time for all the reasons stated above.

Sincerely Yours,

Richard Miner  
Past President,  
Incline Village & Crystal Bay Historical Society

## Jeff Cowen

---

**From:** Ina Haupt <Ina.Haupt@premiertahoe.com>  
**Sent:** Wednesday, November 17, 2021 3:30 PM  
**To:** Bridget Cornell  
**Subject:** Protesting a Bus Station in the Center of our Incline Village

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

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2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

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c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

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**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

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**19. Recreation**

a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

**Additionally, your priority must be additional recreation and parks before you create parking lots and bus stations. You are supposed to preserve and protect our environment.**

A Bus Station is not the way to do that, and that is why so many people oppose this ill conceived idea of spending money.

Residence Address: 1077 Flume Road, Incline Village, NV

*Ina Haupt*

*Real Estate Broker*

*Premier Properties of Lake Tahoe, Inc.*

*Incline Village, NV and Reno, NV*

*Tel. 775 833 0444*

*Cell 775 742 9255*

[ina.haupt@premiertahoe.com](mailto:ina.haupt@premiertahoe.com)

*P. O. Box 3815, Incline Village, NV 89450*

*Airport Gardens Executive Suite 175*

*1325 Airmotive Way, Reno, NV 89502*

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

## Jeff Cowen

---

**From:** mlkennedy1@charter.net  
**Sent:** Wednesday, November 17, 2021 11:42 AM  
**To:** Bridget Cornell  
**Subject:** Public input re: TTD Special Use Permit for the East Shore Express

To: Bridget Cornell,

I am writing to request that my comments be added to the public record in the upcoming meeting regarding the TTD request for a Special Permit Use of the old Incline Elementary School in Incline Village as a bus hub for the East Shore Express.

- **I oppose the use of the Old Incline Elementary School as the choice for a designated hub for the East Shore Express (or any other mobility hub use).**
- 
- The hub will increase traffic in the area, posing serious safety concerns for the many residents living in very close proximity to the site.
- 
- The increased traffic at this site (just off Tahoe Blvd. Hwy 28) will increase vehicle congestion in the area which is already a route frequently used by area residents to access the Post Office, nearby businesses, residences and recreation areas near the west end of Lakeshore Blvd.
- 
- The increased number of vehicles (buses and vehicles of riders) will increase air pollution in the area.
- 
- The site could be better used to create additional housing options for workers in our area who already cannot find places to live in the community.
- 
- Approving the permit, even on a temporary basis, will increase the chances for the continued use of the site for this use. Instead, please put the energy and resources into helping TTD find a more suitable and appropriate location that will not result in negative consequences for the community.

Thank you for your consideration.

Respectfully,  
Mary Lou Kennedy,  
Incline Village year-round resident

## Jeff Cowen

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**From:** R Myles Riner <mriner@comcast.net>  
**Sent:** Wednesday, November 17, 2021 5:24 PM  
**To:** Bridget Cornell  
**Subject:** Agenda Item #V.D. TTD application for special use permit in Incline Village

Dear TRPA Planner Cornell and the TRPA Board;

The TTD's application for a special use permit to utilize the OES and the elementary school site parking lot on a temporary basis for a single season represents a very bad precedent for our community, and an attempt to disguise an illegal use of this site in the past, and an intended permanent future use of the site as a bus hub for the ESE. When governments and governmental agencies use these kinds of tactics to move forward on an agenda that is clearly unpopular and unacceptable to a large proportion of the residents of a community; this only serves to further erode confidence in the actions of our governmental agencies and in the reliance on transparency in governance which is at the bedrock of our democracy. When over 1400 residents in a community as small as ours signs a letter objecting to the use of this site as a bus hub and large parking lot; ignoring such input, and denigrating the message this should send as 'not representative' of the sentiments of the community, is political hubris at its most dangerous.

Clearly, TTD's approach to this so-called 'temporary use permit' is an attempt to legitimize what has so far been an illegal use of this site; but further it is an attempt to pave the way for the development of a permanent bus hub and parking lot by bypassing the processes that are designed to 1) reflect the desires of our community and 2) ensure that any adverse consequences of such use are fully identified and mitigated, or if necessary deterred for alternative sites that are preferable.

Many of the full and part time residents of Incline Village are incensed at the heavy handed approach and narrowness of vision taken by the TTD with this bus hub, and that is hardly the path to a successful transportation program in the Tahoe area. TRPA has an obligation to take a step back from this path and consider the long term consequences of this attempted end-run around both the law and, frankly, the primary purpose of the TRPA: to ensure that the greater Tahoe area environment is protected from significant environmental impacts imposed by ill-considered development. Where is the evidence that alternative sites have been thoroughly explored, let alone considered? Saying that traffic to and from this bus hub at this key intersection of several busy streets will have little impact on existing systems including highway, transit, bicycle and pedestrian facilities is patently ridiculous. Approval of this permit will undermine whatever trust and goodwill TRPA has and relies on for future programs in our community.

Sincerely,

R. Myles Riner MD



[mriner@comcast.net](mailto:mriner@comcast.net)

411 Valerie Court, Incline Village

## Jeff Cowen

---

**From:** Cheri Kratka <cakzinn@gmail.com>  
**Sent:** Wednesday, November 17, 2021 5:03 PM  
**To:** Bridget Cornell  
**Subject:** Re: ACTION ALERT-Bus Hub: Sign & Forward TODAY

A BUS HUB IN INCLINE WILL BRING MORE TRAFFIC TO THE LAKE!  
I THOUGHT THE CONCEPT FOR A BUS HUB WAS TO REDUCE TRAFFIC AT THE LAKE

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

### 14. Public Services

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

**19. Recreation**

a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

**Cheri Kratka**

**768 TYNER WAY, Incline Village, NV 89351**

## Jeff Cowen

---

**From:** R Myles Riner <[mriner@comcast.net](mailto:mriner@comcast.net)>  
**Sent:** Wednesday, November 17, 2021 8:36 PM  
**To:** Bridget Cornell  
**Subject:** Re: Agenda Item #V.D. TTD application for special use permit in Incline Village

Ms Cornell,

As I am sure you know, If TRPA grants TTD's request on Thursday, it will legitimize the OES as a bus hub for the ESE from now on.

TTD lied on its grant application to the Federal Transportation Administration saying the *future use* of the OES as a bus hub would be a *continuation of the past use*. TTD is now applying to TRPA to legitimize its use. Once TTD is granted the Special Use Permit it will be able to claim the future use as a bus hub is a continuation of the past use as a bus hub.

By repeating the 'limited use' justification for the permit, as noted in your email below, without acknowledging the ultimate objective of the TTD re: the long term bus hub, you are merely validating their strategy. If instead TRPA declines this permit request, and it has plenty of justification to do so, then the TTD will just have to acknowledge that it has been operating this hub without a permit, and hope that the Feds will approve the TTD's grant request even though the continuation of past use criteria was not legally met.

Sincerely  
Myles Riner MD  
[mriner@comcast.net](mailto:mriner@comcast.net)  
411 Valerie Ct. Incline Village

On Nov 17, 2021, at 7:14 PM, Bridget Cornell <[bcornell@trpa.gov](mailto:bcornell@trpa.gov)> wrote:

Good evening:

Thank you for taking the time to comment on the proposed project associated with TRPA File #ERSP2021-0673. Your thoughtful comments are appreciated.

The project that will be presented at tomorrow's Hearings Officer meeting is the use of the two sites (771 Southwood Boulevard and 915 Northwood Boulevard) on a temporary basis to provide intercept parking to serve the East Shore Express. An approved temporary use would allow the use to operate for one season, with an option to extend for a second season.

Your comments have been entered into the record for the file.

Thank you!

Bridget

Bridget K. Cornell  
Current Planning  
(775) 589-5218

<image001.png>

Find parcel-specific information and permit history.

<https://parcels.laketahoeinfo.org/>

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**From:** R Myles Riner <[mriner@comcast.net](mailto:mriner@comcast.net)>

**Sent:** Wednesday, November 17, 2021 5:24 PM

**To:** Bridget Cornell <[bcornell@trpa.gov](mailto:bcornell@trpa.gov)>

**Subject:** Agenda Item #V.D. TTD application for special use permit in Incline Village

Dear TRPA Planner Cornell and the TRPA Board;

The TTD's application for a special use permit to utilize the OES and the elementary school site parking lot on a temporary basis for a single season represents a very bad precedent for our community, and an attempt to disguise an illegal use of this site in the past, and an intended permanent future use of the site as a bus hub for the ESE. When governments and governmental agencies use these kinds of tactics to move forward on an agenda that is clearly unpopular and unacceptable to a large proportion of the residents of a community; this only serves to further erode confidence in the actions of our governmental agencies and in the reliance on transparency in governance which is at the bedrock of our democracy. When over 1400 residents in a community as small as ours signs a letter objecting to the use of this site as a bus hub and large parking lot; ignoring such input, and denigrating the message this should send as 'not representative' of the sentiments of the community, is political hubris at its most dangerous.

Clearly, TTD's approach to this so-called 'temporary use permit' is an attempt to legitimize what has so far been an illegal use of this site; but further it is an attempt to pave the way for the development of a permanent bus hub and parking lot by bypassing the processes that are designed to 1) reflect the desires of our community and 2) ensure that any adverse consequences of such use are fully identified and mitigated, or if necessary deterred for alternative sites that are preferable.

Many of the full and part time residents of Incline Village are incensed at the heavy handed approach and narrowness of vision taken by the TTD with this bus hub, and that is hardly the path to a successful transportation program in the Tahoe area. TRPA has an obligation to take a step back from this path and consider the

long term consequences of this attempted end-run around both the law and, frankly, the primary purpose of the TRPA: to ensure that the greater Tahoe area environment is protected from significant environmental impacts imposed by ill-considered development. Where is the evidence that alternative sites have been thoroughly explored, let alone considered? Saying that traffic to and from this bus hub at this key intersection of several busy streets will have little impact on existing systems including highway, transit, bicycle and pedestrian facilities is patently ridiculous. Approval of this permit will undermine whatever trust and goodwill TRPA has and relies on for future programs in our community.

Sincerely,

R. Myles Riner MD  
[mriner@comcast.net](mailto:mriner@comcast.net)  
411 Valerie Court, Incline Village

## Jeff Cowen

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**From:** Lenty Hagen <lenty\_hagen@sbcglobal.net>  
**Sent:** Wednesday, November 17, 2021 6:04 PM  
**To:** Bridget Cornell  
**Subject:** Re: Permit for TTD to operate bus hub

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

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b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

**19. Recreation**

a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

• **SIGNED: Helenty E. Hagen**  
**929 Northwood Blvd. #4**  
**Incline Village, NV 89450**

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## Jeff Cowen

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**From:** mrsradar@aol.com  
**Sent:** Wednesday, November 17, 2021 4:21 PM  
**To:** Bridget Cornell  
**Subject:** Re: Special use permit meeting Thursday Nov. 18th

Yes it is

Sent from my iPhone

On Nov 17, 2021, at 2:00 PM, Bridget Cornell <bcornell@trpa.gov> wrote:

Hello again:

I presumed that was a typo when I saw your letter.

I will include both communications in our public record.

I appreciate your taking the time to respond, and follow up.

I am really sorry to hear that you did not receive your public notice. A few have come back returned, but yours was not one of them. Is that still an accurate mailing address for you?

Thank you again for your comments.

Bridget

Bridget K. Cornell  
CURRENT PLANNING  
(775) 589-5218

<image001.png>

Find parcel-specific information and permit history.

<https://parcels.laketahoeinfo.org/>

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**From:** mrsradar@aol.com <mrsradar@aol.com>  
**Sent:** Wednesday, November 17, 2021 1:47 PM  
**To:** Bridget Cornell <bcornell@trpa.gov>  
**Subject:** Re: Special use permit meeting Thursday Nov. 18th

Bridget I did not receive this notice, I can guarantee you that I would have responded sooner had I received it. Also please note in my letter that I made an error when I said that I had not been ignored regarding past letters. I should have said that I have been ignored on several occasions in the past, also according to Real Estate Law, I have the right to peaceful existence of my property. I would appreciate this added to my letter.

Thank you,

Shirley Appel

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

From: Bridget Cornell <[bcornell@trpa.gov](mailto:bcornell@trpa.gov)>  
To: [mrsradar@aol.com](mailto:mrsradar@aol.com) <[mrsradar@aol.com](mailto:mrsradar@aol.com)>  
Sent: Wed, Nov 17, 2021 12:49 pm  
Subject: RE: Special use permit meeting Thursday Nov. 18th

Good afternoon, Ms. Appel:

I am sorry to hear that you did not receive a notice regarding TRPA File #ERSP2021-0673. TRPA's noticing requirements require that property owners within a 300-foot radius of the proposed location receive a notice of the public hearing.

I see your name on the list of affected property owners. A Notice of Application and Public Hearing was mailed to you at PO Box 5942, Incline Village, NV 89450 on Thursday, November 4, 2021. It was even mailed from the Incline Village post office! That is the address associated with your property in the Assessor's Record.

I have attached a copy of the public notice for your review. It includes instructions on accessing the staff summary and related documents on the TRPA website, and provides a link to register to participate in the public hearing.

Please let me know if there are any questions I can answer for you.

Thank you for taking the time to provide written comments. Your comments will be included in the record for this file.

Bridget

Bridget K. Cornell  
CURRENT PLANNING  
(775) 589-5218

<image001.png>

Find parcel-specific information and permit history.  
<https://parcels.laketahoeinfo.org/>

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**From:** [mrsradar@aol.com](mailto:mrsradar@aol.com) <[mrsradar@aol.com](mailto:mrsradar@aol.com)>  
**Sent:** Wednesday, November 17, 2021 12:34 PM  
**To:** Bridget Cornell <[bcornell@trpa.gov](mailto:bcornell@trpa.gov)>  
**Subject:** Special use permit meeting Thursday Nov. 18th

Bridget I am sending you a letter regarding the "Special Use Permit" meeting to be held by Webinar on Thursday November 18th 2021. I wish to have this added to the public input at the meeting.

Thank you,  
]  
Shirley Appel

## Jeff Cowen

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**From:** Steven Johnson <steviecj@aol.com>  
**Sent:** Wednesday, November 17, 2021 3:55 PM  
**To:** Bridget Cornell  
**Subject:** RE: Stop the TTD Bus Hub at OES!

Bridget,

Thank you for your prompt response to my previous email, and I see that TRPA considers that TTD is currently pursuing a “temporary use” permit. That sounds great, except I am concerned that this permit will legalize and legitimate TTD's use of the OES as a bus hub forever into the future. It would be the proverbial “camels head under the tent” rather than TTD going through the proper permit process complying with all the necessary scrutiny usually required.

Whether temporary or permanent, this transit hub in the middle of our small village in a very densely populated area is in the wrong place. Additional traffic in the area is unsafe for both children and adults. **The vast majority of IV residents are against this hub** with over 1430 local residents signing a petition against the hub at the OES. Carl Hasty dismissed this protest as a small unrepresentative group of troublemakers, and suggested that the quiet majority of citizens would be in favor. He presents no evidence to back his claim, while he dismisses a very valid protest. I personally do not know of a single local resident in favor of this bus terminal, so I would invite Carl to at least come up with a list of names to validate his claim.

Pursuing a “temporary permit” is the wrong approach, and TRPA should demand a proper application process as you would for any other project of this size and impact on our local community. This project will do nothing to improve the quality of Lake Tahoe, and actually contribute to increased traffic and pollution within the Tahoe Basin.

Do the right thing!

Regards,

Steven Johnson

---

**From:** Bridget Cornell <bcornell@trpa.gov>  
**Sent:** Wednesday, November 17, 2021 12:09 PM  
**To:** Steven Johnson <steviecj@aol.com>  
**Subject:** RE: Stop the TTD Bus Hub at OES!

Good afternoon, Mr. Johnson:

Thank you for taking the time to comment on the proposed project associated with TRPA File #ERSP2021-0673.

The project that will be presented at tomorrow’s Hearings Officer meeting is the use of the two sites (771 Southwood Boulevard and 915 Northwood Boulevard) on a temporary basis to provide intercept parking to serve the East Shore Express. An approved temporary use would allow the use to operate for one season, with an option to extend for a second season.

Your comments have been entered into the record for the file.

Thank you!

Bridget

Bridget K. Cornell  
CURRENT PLANNING  
(775) 589-5218



Find parcel-specific information and permit history.  
<https://parcels.laketahoeinfo.org/>

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**From:** Steven Johnson <[steviecj@aol.com](mailto:steviecj@aol.com)>  
**Sent:** Wednesday, November 17, 2021 10:56 AM  
**To:** Bridget Cornell <[bcornell@trpa.gov](mailto:bcornell@trpa.gov)>  
**Subject:** Stop the TTD Bus Hub at OES!

Bridget,

It would appear that TRPA is the last great hope to stop the completely wrongheaded effort by TTD to establish a permanent transit hub at the OES. The basic premise of the plan, to minimize auto traffic in the Tahoe Basin, is completely flawed! In fact, it encourages more traffic into the Basin.

I agree entirely with the effort to reduce automobile traffic in the Tahoe Basin. The first step in the process should be to establish parking and bus facilities OUTSIDE the Basin! Once you have encouraged people to drive over the Mt Rose Summit or CA267, the battle is lost.

The current ESE permit was a temporary and unproven use. What TTD is proposing is for a use in perpetuity. This permit should be subject to much greater scrutiny, environmental impact studies, etc.

The other weird thing is that while TTD is planning to build additional parking facilities in Incline Village, Nevada State Parks frequently closes their parking lots BEFORE they are even full. Furthermore, the bus service doesn't even begin to address all the parking that occurs along NV28, nor can it.

If TRPA's basic reason for existence is to help keep Tahoe Blue, you should not be encouraging additional automobile traffic into the Basin. Surely there are other more environmentally friendly uses of the OES, rather than a 175 car parking lot and all the associated buildings! Please help us determine and develop those uses that are more in the spirit of TRPA's mission.

Regards,

Steve Johnson  
Fellow Incline Village resident

## Jeff Cowen

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**From:** info <info@muggsywalnut.com>  
**Sent:** Wednesday, November 17, 2021 3:39 PM  
**To:** Bridget Cornell  
**Subject:** Reject permit for Bus Hub at old incline elementary school

Hi Bridgette ,  
Steve Dolan here I too am opposed to the old Elementary School site as a bus hub.

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. - *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

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**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

b. "Be visible from any state or federal *highway*, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

**Steve Dolan**

806 O'Neil way

Incline Village, NV 89451

## Jeff Cowen

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**From:** kathie julian <kathiejulian@gmail.com>  
**Sent:** Wednesday, November 17, 2021 3:48 PM  
**To:** Bridget Cornell  
**Subject:** Special Use Permit for Old Elementary School Site - Incline Village

Hi Bridget

I am a full-time resident of Incline Village and am writing to express my opposition to the Tahoe Transportation District's (TTD) request to TRPA for a Temporary Special Use Permit to run the East Shore Express (ESE) from with Old Elementary School Site (OES).

We all know this request is part of TTD's plan to convert the OES site into a parking and bus transit hub for visitors. And as you know, this TTD plan to locate a "mobility hub" at the OES site is opposed by many residents in the community of Incline Village.

**It is opposed because the OES is an exceedingly poor choice for the location of tourist parking and transit hub given the serious traffic congestion in the area and the large number of residents with children who live just across from the OES site.**

Please consider instead the use of another site or sites for a temporary location for tourist parking and ESE transit — perhaps the parking area near Diamond Peak on Ski Way, or perhaps the Incline High School or new Elementary School parking lots on Northwood. None of these options are in as congested and sensitive an area as is the OES site.

Despite numerous suggestions in various forums, TTD appears not to have approached the appropriate authorities to secure parking and transit capabilities at the large parking area off Ski Way near Diamond Peak. TRPA and TTD should explain to the Incline Village Community why such options are not being considered.

Please include my comment in the public record.

Thanks and regards.

Kathie Julian  
Incline Village

## Jeff Cowen

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**From:** mrsradar@aol.com  
**Sent:** Wednesday, November 17, 2021 12:34 PM  
**To:** Bridget Cornell  
**Subject:** Special use permit meeting Thursday Nov. 18th  
**Attachments:** TRPA MEETING NOTICE.docx

Bridget I am sending you a letter regarding the "Special Use Permit" meeting to be held by Webinar on Thursday November 18th 2021. I wish to have this added to the public input at the meeting.

Thank you,  
]  
Shirley Appel



## Jeff Cowen

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**From:** Steven Johnson <steviecj@aol.com>  
**Sent:** Wednesday, November 17, 2021 10:56 AM  
**To:** Bridget Cornell  
**Subject:** Stop the TTD Bus Hub at OES!

Bridget,

It would appear that TRPA is the last great hope to stop the completely wrongheaded effort by TTD to establish a permanent transit hub at the OES. The basic premise of the plan, to minimize auto traffic in the Tahoe Basin, is completely flawed! In fact, it encourages more traffic into the Basin.

I agree entirely with the effort to reduce automobile traffic in the Tahoe Basin. The first step in the process should be to establish parking and bus facilities OUTSIDE the Basin! Once you have encouraged people to drive over the Mt Rose Summit or CA267, the battle is lost.

The current ESE permit was a temporary and unproven use. What TTD is proposing is for a use in perpetuity. This permit should be subject to much greater scrutiny, environmental impact studies, etc.

The other weird thing is that while TTD is planning to build additional parking facilities in Incline Village, Nevada State Parks frequently closes their parking lots BEFORE they are even full. Furthermore, the bus service doesn't even begin to address all the parking that occurs along NV28, nor can it.

If TRPA's basic reason for existence is to help keep Tahoe Blue, you should not be encouraging additional automobile traffic into the Basin. Surely there are other more environmentally friendly uses of the OES, rather than a 175 car parking lot and all the associated buildings! Please help us determine and develop those uses that are more in the spirit of TRPA's mission.

Regards,

Steve Johnson  
Fellow Incline Village resident

## Jeff Cowen

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**From:** Linda L. Smith <llsmith2650@aol.com>  
**Sent:** Thursday, November 18, 2021 10:31 AM  
**To:** Bridget Cornell  
**Subject:** TRPA Needs to Protect the Lake from a Transit Hub

TO: TRPA Bridget Cornell :

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It*

*will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. *"changes to existing parking facilities, or demand for new parking." -- If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. *"substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. *"alterations to present patterns of circulation or movement of people and/or goods. -- The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

#### **14. Public Services**

b. *"effect upon "police protection." -- If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. *"effect upon maintenance of public facilities including roads. -- During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

#### **17. Human Health**

a. *"creation of any health hazard or potential health hazard" -- The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. *"exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.*

#### **18. Scenic Resources/Community Design**

b. *"Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. The hub is visible from Highway 28.*

#### **19. Recreation**

a. *"creates [no] additional demand for recreation facilities. Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

**Linda L. Smith**

**23 years as a property owner in Incline Village, Nevada**

## Jeff Cowen

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**From:** Jill <jbrandin@charter.net>  
**Sent:** Wednesday, November 17, 2021 4:53 PM  
**To:** Bridget Cornell  
**Cc:** rondatycer@aol.com  
**Subject:** Bus Hub in Incline Village

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES. <https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

**2. Air Quality**

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

**6. Noise**

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

**12. Housing**

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

**13. Transportation/Circulation**

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

**14. Public Services**

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

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b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

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a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

Thank you , Jill Brandin

**818 Toni Ct., Incline Village, NV 89451**

## Jeff Cowen

---

**From:** D. Griscom <griscom@pobox.com>  
**Sent:** Wednesday, November 17, 2021 3:49 PM  
**To:** Bridget Cornell  
**Cc:** D. Griscom; rondatycer@aol.com  
**Subject:** Vote NO on Incline Bushub at Old Elementary School

TO: TRPA Bridget Cornell

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow a ridiculous amount of parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. The vast majority of IV residents are against this hub. Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express has caused many problems for the community, especially the residents who live nearby. The bus service also created an illegal bus stop on Village Blvd. Routinely, the buses would stop and block one entire direction of traffic on Village Blvd. forcing people to wait and wait while the bus was loaded/unloaded. Numerous people disinclined to wait would pull into the opposing traffic lane to pass the "parked" bus thereby creating extremely risky situations. Additionally, an outhouse was plopped on the side of village boulevard for the bus patrons. Unscenic. Unhealthy. Not even leveled! Just plopped on the dirt on the main boulevard through the village. Lastly, the amount of trash left behind by the users of the bus service was unsightly and created potential health hazards as well as endangering wildlife by creating a food source or at a minimum a perception of one.

3. The prior illegal use of the OES as a bus hub for the ESE has had and will have many significant negative environmental effects:

2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children. This number only includes those that park. More cars than that will come and queue to wait to get in and create additional emissions and problems.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.

13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. The contention that it will reduce car trips is laughable and patently false. It may only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.

b. "changes to existing parking facilities, or demand for new parking." -- If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides. Cars stopping to unload passengers and belongings blocks traffic lanes which can impede access by emergency vehicles.

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.

d. "alterations to present patterns of circulation or movement of people and/or goods. -- The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the Village Center and the United States Post Office, the latter because they do not have post boxes on their properties.

#### 14. Public Services

b. "effect upon "police protection." -- If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.

e. "effect upon maintenance of public facilities including roads. -- During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.

#### 17. Human Health

a. "creation of any health hazard or potential health hazard" -- The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

#### 18. Scenic Resources/Community Design

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. The hub is visible from Highway 28.

#### 19. Recreation

a. "creates [no] additional demand for recreation facilities. Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.

Finally, there are a number of other more suitable locations for this bus hub which will serve both tourists and the community at large in a better way. Please reject this proposed special use permit for this use at this location.

Signed,

D.A. Griscom

Incline Village resident

774 Mays Blvd., #10-312

Incline Village, NV 89451

## Jeff Cowen

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**From:** Kerry Donovan <kdonovan@chaseinternational.com>  
**Sent:** Thursday, November 18, 2021 8:47 AM  
**To:** Bridget Cornell  
**Subject:** Bus hub incline at old IES site

Hi Bridget

Thanks for all you do.

Very opposed to this bus hub project in this proposed old IES location in incline.

This is a terrible location for bus hub concept for this location. This former IES site area is already very congested with high density housing. Makes more sense to put near the east shore trail since that is the huge attraction?

Thank you

Kerry and Greg Donovan

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**Kerry Donovan**  
Vice President of Luxury  
Donovan Group Luxury Sales Team  
NV Broker Salesperson license #52696  
CRS, Certified Luxury Home Marketing Specialist  
[www.inclinevillagelife.com](http://www.inclinevillagelife.com)  
[donovangroup@chaseinternational.com](mailto:donovangroup@chaseinternational.com)  
[kdonovan@chaseinternational.com](mailto:kdonovan@chaseinternational.com)  
(775) 831-7300  
(866) 831-8999  
(775) 750-2190 cell  
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COMPANIES®  
*of THE WORLD*

**WARNING! WIRE FRAUD ALERT! Wire fraud and email hacking/phishing attacks are on the rise. Please do not convey your financial information to me via email. If you receive an email containing Wiring Instructions, DO NOT RESPOND**



**TO THE EMAIL! Instead, call your escrow officer immediately using previously known contact information, and NOT information provided in the email, to verify the information prior to sending funds.**

## Jeff Cowen

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**From:** jimberes@comcast.net  
**Sent:** Wednesday, November 17, 2021 4:10 PM  
**To:** Bridget Cornell  
**Cc:** 'Robin Beres'  
**Subject:** Bus Hub Opposition

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

We are opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

Our reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

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**Jim and Robin Beres**

**1079 Sawmill Rd**

Incline Village, NV 89451

## Jeff Cowen

---

**From:** Don Ferrell <donferrell333@gmail.com>  
**Sent:** Thursday, November 18, 2021 8:32 AM  
**To:** Bridget Cornell  
**Subject:** Bus Hub

I fully support the views in the email reproduced below. Further, there are other better uses for this property. Incline Village has a severe shortage of preschool services. We are investigating the lease of part of the Village Market for a pre-school and could use part of the land for a play area for the kids.

A hub used to feed tourists to area recreational activities would be better placed near Spooner summit. There is plenty of room there for supporting businesses to invest in facilities to serve these people. The traffic to attractions along the East Shore would be contra-flow on Hwy 28, and would not need to go through Incline Village. And Hwy 50 is a much better and safer way to approach the lake than 431. Travel time is comparable.

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

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b. "Be visible from any *state* or federal *highway*, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

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a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

• **SIGNED: Don Ferrell**

**501 Eagle Drive  
Incline Village, NV**

## Jeff Cowen

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**From:** LE Nalbandian <laurennal@gmail.com>  
**Sent:** Wednesday, November 17, 2021 4:44 PM  
**To:** Bridget Cornell  
**Subject:** Bus Service at OES

TO: TRPA Bridget Cornell [bcornell@trpa.org](mailto:bcornell@trpa.org)

I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES).

My reasons are as follows:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

2. The prior illegal use of the OES as a bus hub for the East Shore Express **has caused many problems for the community**, especially the residents who live near by.

3. The prior illegal use of the OES as a bus hub for the ESE **has had and will have many significant negative environmental effects:**

### 2. Air Quality

a. "substantial air pollutant emissions" -- Cars have in the past and will in the future create air pollutants. With 175 cars going in and out of the parking lot day in and day out during the summer season, the air pollution will affect nearby residents and especially children.

c. "creation of objectionable odors" -- The buses and cars in the past and in the future will create odors.

### 6. Noise

b. "exposure of people to severe noise levels" -- Residents living near the OES have complained about the bus noise of the ESE in the past. With hundreds of cars going in and out of the hub every day there will be constant traffic noise.

e. "placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses." -- Residents have complained that the noise level of the traffic caused by the buses and cars is disturbing.

### 12. Housing

a. "the proposal will not result in the loss of housing for lower-income and very-low-income households. -- *Using the 6.41 acres for a car lot and bus hub prevents the preferred use of the land as mixed use with affordable housing. It usurps the last large acreage available in IV for affordable housing.*

### 13. Transportation/Circulation

a. "the proposal will not generate 100 or more new daily vehicle trip ends (DVTE) -- Yes, it will generate hundreds of daily vehicle trip ends. *The contention that it will reduce car trips is laughable. It will only reduce car trips to and from the Tunnel Creek and Sand Harbor areas less than 10 miles from the OES. What is needed is reduction of cars from the Tahoe Basin.*

b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee—brings cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides.*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

d. "alterations to present patterns of circulation or movement of people and/or goods. -- *The OES is on the steepest, curviest part of Southwood which is the primary route for most residents to go to the post office because they do not have post boxes on their properties.*

### 14. Public Services

b. "effect upon "police protection." -- *If other bus hubs are any indication, the bus hub will bring strangers to the neighborhoods.*

e. "effect upon maintenance of public facilities including roads. -- *During winter the snow plow must get through Southwood to Highway 28. That section of Southwood is the steepest curviest section and the most difficult to keep plowed.*

**17. Human Health**

a. "creation of any health hazard or potential health hazard" -- *The increase in traffic in the densely populated residential area across the street will increase the likelihood of accidents. This past year an 8 year old boy was hit by a car just a hundred feet from the OES.*

b. "exposure of people to potential health hazards" -- Air pollution and likelihood of accidents are both increased by the increased traffic in and out of the hub.

**18. Scenic Resources/Community Design**

b. "Be visible from any state or federal highway, Pioneer trail, or from Lake Tahoe. *The hub is visible from Highway 28.*

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a. "creates [no] additional demand for recreation facilities. *Build it and they will come. The parking lot for 175 cars will fill up. The 175 cars full of people will add to the use of all of the East Shore recreation attractions including Sand Harbor, the East Shore path, the Flume Trail, and Spooner lake.*

Regards,

Lauren Nalbandian

595 Lariat Circle

Incline Village

## Jeff Cowen

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**From:** Shaun Orgill <shaun.orgill@gmail.com>  
**Sent:** Thursday, November 18, 2021 9:49 AM  
**To:** Bridget Cornell  
**Subject:** Comments for Incline Bus Center

Hello Briget,

I found out about the proposal a little late but would like to submit a comment asking the TRPA to reject the TTD application for a "Special Use Permit" for the incline transit center proposal.

First I am very against this as the noise from the buses and the additional traffic will be a lot as it is already a busy corner. Our condo complex is right against the proposed area and is forced to deal with all traffic and noise on Southwood. It is very unclear to me how this benefits anyone in the town of incline village and puts those that currently live near by in a less than ideal situation.

Second, here are some issues I see with the plan for existing residents:

- 1) to leave our condominium complex there are NO sidewalks in either direction. So it will be dangerous with more traffic to cross the street to the sidewalk. I strongly suggest a sidewalk improvement if this goes forward. As a new parent, I am already concerned about the lack of sidewalks, and added traffic will only make it worse
- 2 ) there is limited street parking so how will the transit center ensure that there is not a lot of overflow taking up resident street parking and/or parking in illegally in a complex. This is an issue already prior to the transit center.
- 3) will there be any noise barriers like trees / shrubs installed to prevent overflow noise from the lot from cars and crowds
- 4) this project will likely decrease the value of all surrounding properties. So if it goes forward I suggest adding something that adds value to both surrounding properties and town residence as well, like a park or a fenced in dog park which doesn't exist in town currently.

I am strongly against this but if it goes forward there are many pieces that need to be considered to make sure it does not disrupt and make things dangerous for locals. Thanks for your considerations

Regards,  
Shaun Orgill

[shaun.orgill@gmail.com](mailto:shaun.orgill@gmail.com)



## Bridget Cornell

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**From:** cbwillb@charter.net  
**Sent:** Thursday, November 18, 2021 1:07 AM  
**To:** Bridget Cornell  
**Cc:** John Marshall; Joanne Marchetta  
**Subject:** TRPA Hearing Officer meeting 11.18. 2021 Agenda Item Public Comment re Special Use Permit for East Shore Express

I am writing in opposition to both the procedure and content of the Hearing Officer meeting Agenda Item relating to proposed approval of a Special Use Permit for the operation of the seasonal East Shore Express from site in Incline Village (primarily the OES property with overflow parking at the current Incline School).

I. Procedure: This item is of very broad and extended impact to the Incline Village community far exceeding the submitted limited proposal which alone will adversely impact the community. Its history is at best checkered with a service having been illegally operated on a "temporary basis" for several years supported by incomplete, inaccurate documentation and absent required permits.

To represent that the current application is to "formalize" the prior use is at best fantasy - this was an illegal operation knowingly operated by a governmental agency without proper process, permit or evaluation. In addition, operational documents rationalize some process exceptions by representing this service as an extension of prior school bus operation from the OES site despite longer than allowed gaps between the school bus use and prior ESE use and the fact that the services are fundamentally different. Further, this same flawed rationale was extended to both Federal fund applications as well as local matching fund applications for the planned purchase and use of the OES site for a future Transit Hub.

Now, finally, with grant funding secured for the OES site purchase, it has apparently been decided to apply for the long overdue required permits. This decision has much broader and longer impacts than simply a "temporary, 1-2 season seasonal operation of the ESE" as follows: if approved, this permit will now create the record of a prior permit approval of a transit service from the OES site which will be used as rationale for subsequent permitting of a larger Transit Hub which is unsuited for the site, unnecessary for the community, unsafe/potentially dangerous for the neighborhood and adverse to the environment.

And the process which TRPA is using for review and potential approval of these Special Use permits at this meeting is insufficient for the depth and breadth of anticipated community wide longitudinal impact. TTD reps have been quoted as indicating that there is only a small, vocal group of opposed residents - this is INCORRECT: Over 1400 individuals signed a petition in opposition and many have written and spoken at various meetings. TTD has represented the prior temporary ESE service as an overall positive without seeking or studying neighborhood impacts and seemingly IGNORING the multiple traffic congestion and safety concerns that have been raised. TTD has represented that there will be significant community input to upcoming planning for a Transit Hub - SKEPTICISM ABOUND given the prior lack of input to flawed planning processes with failure to integrate concerns raised to date.

This Special Use Permit process has not been noticed to the full community which will be impacted, only to a limited number of nearby residents. A decision with the broad impact of this item, particularly given the flawed past history, deserves open community input opportunity which has not occurred and a robust public process through the formal TRPA meeting cascade to the Governing Board.

II. Proposal Content: I am opposed to TRPA approving a temporary special use permit for the TTD to operate a bus service and allow parking at the Old Incline Elementary School (OES) with overflow at the current Incline School. I agree with the rationale stated below and add my name to those submitting these objections. Incline Village is already a small, congested area. The Village has suffered from the inadequate planning and implementation of parking for the East Shore Tahoe Trail. The ESE plan has and will again bring large numbers of added vehicles into the area destined primarily for Rte 28 Corridor Recreation sites. These vehicles add congestion/pollution and create adverse safety impacts in the community. Parking for Rte 28 Corridor Recreation sites needs to be provided either at sites along the corridor and/or at intercept lots prior to arrival in the IVCB/Rte 28 Corridor areas. Around the Lake transit service would then connect these lots to destination sites with stops in Incline, etc but without allowing volumes of bus traffic on the small residential street abutting the OES site. Any allowable private vehicle access/parking in Incline is urgently needed for local residents, overnight visitors and, as documented by the recent Housing study, by commuters and businesses.

Detailed objection list includes:

1. The permit will legalize TTD's use of the OES as a bus hub forever in the future. This huge hub in the middle of our small village is in the wrong place. Additional traffic in the area is unsafe. **The vast majority of IV residents are against this hub.** Over 1430 have signed a petition against the hub at the OES.

<https://www.change.org/p/tahoe-transportation-district-board-stop-a-transit-hub-at-the-old-elementary-school>

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b. "changes to existing parking facilities, or demand for new parking." -- *If history is any indication—especially if the bus hub imposes a parking fee— it will bring cars into the streets near the hub. In prior summers parking was bumper to bumper along Southwood on both sides. And recently paid spaces near the East Shore Trail may be open while roadside free spots are jammed*

c. "substantial impact upon existing systems including highway, transit, bicycle or pedestrian facilities. *As just one impact, traffic to and from the hub will impact the highway traffic light at the intersections of 28 with Southwood. Already in summer there is a huge backup at these intersections.*

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Thus, please do not approve the Special Use Permits proposed today. Much more comprehensive, data-based planning is required to develop safe, sustainable, comprehensive approaches. And broader community input/more formal TRPA consideration is essential given huge potential impacts.

Thank you for your consideration and for including in the record for the meeting.  
Carole Black, Incline Village Resident