

From: [Bronczyk, Christopher](#)
To: [Albarran, Adriana](#); [Roman, Brandon](#); [Emerson, Kathy](#)
Cc: [Hickman, Elizabeth](#); [Tone, Sarah](#)
Subject: FW: Blind intersection & EKN Tahoe LLC comments
Date: Tuesday, December 5, 2023 6:34:11 PM
Attachments: [IMG_0259.MOV](#)
[image001.png](#)

Is this something that can be provided to the BOA members tomorrow?



Chris Bronczyk

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CSD Office Hours: Monday-Friday 8:00am to 4:00pm

1001 East Ninth Street, Reno, NV 89512

From: Ron Volle <ronvolle@aol.com>

Sent: Tuesday, December 5, 2023 6:30 PM

To: Tone, Sarah <STone@washoecounty.gov>; mccluretahoe@yahoo.com; pnielsen@trpa.gov;
Lloyd, Trevor <TLloyd@washoecounty.gov>; jmarshall@trpa.gov; rsommers@nltpd.net; Bronczyk,
Christopher <CBronczyk@washoecounty.gov>; Washoe311 <Washoe311@washoecounty.gov>

Cc: preserve@ntpac.org

Subject: Blind intersection & EKN Tahoe LLC comments

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Chris & Sarah,

Please have the attached video distributed along with my comments and hopefully it can be played during my comments at the Board of Adjustment. The video shows the severe blind corner & downhill descent danger from the top of Lakeview when turning down (easterly) Tuscarora near my home. I've attempted to describe the future liability someone must bear if patrons of the 8,500 sq.ft. bar (Speakeasy) and 10,000 sq.ft. casino are allowed to use our steep, very narrow with street parking, no lights, no sidewalks to be dangerous Tuscarora street especially after consuming alcohol. For the last 2+ years since I first appeared at the public hearing, my biggest concern has been providing safety measures to ensure that all the retail traffic does not use the old tiny residential streets.

I went to the County website/Board of Adjustment/2023 and there is NO information about the EKN project. The Official Notice of Public Hearing letter that I received is incorrect as I cannot access any explanatory-additional information about this project. The official letter omits or fails to

**WSUP23-0025
PUBLIC COMMENT**

mention the 8,500 sq. ft. bar attached to to the 10,000 sq.ft. casino, the approx. 20,000 sq.ft. of banquet rooms or how many restaurants and liquor serving areas and no mention of the number of seats? Number of seats determines parking spaces and actual traffic to the site.

The project ITE hotel car trip generation of hotel amenities needs to be calculated. Traffic Engineer, Alex Tabrizi of MAT Engineering states: " In cases where restaurants and other amenities such as spa, retail, meeting rooms, swimming pool, outdoor amphitheater, etc. can be expected to be an attraction to public patrons and non-hotel guests the trip generation of those uses is calculated separately and added to the hotel use. The County knows the impacts of traffic, especially 2,000 + trips a day, just go by the In-n-out Burger on South Virginia St. that I developed. I've devoted hours of emails, phone calls and conferences to try to understand this project, including meeting with EKN three times. The Developer tells everyone that there will be less traffic than the old antiquated Biltmore hotel was producing after 30 to 40 years of neglect. A traffic study was never ever really completed, only estimates in 2008. EKN told me that they wanted to work with the neighborhood as the previous project conditions of approval stated, but they never provided any suggestions and finally told me " they have rights to use the residential streets ". EKN has also changed the entitlement approvals of 2012 by moving the entrance to the project to Lakeview St. This would/should require a new traffic study.

I've been told by Sarah Tone that I cannot see any traffic analysis or traffic comments as they are not considered public documents by Nevada State Law. I've met with Sarah, Mitchell Fink and Chris Bronczyk by phone several times. They have told me: " your issues are top of mind and considered in the review process. Your considerations and circumstances were addressed at all meetings and within the document itself ". And " concerns of the residents with regard to pass through traffic were discussed at all internal and agency meetings and noted in County comments." I've yet to see any solutions??

In closing this project should not be allowed to move forward without a fully vetted traffic study and cut thru traffic stopped. Allowing unfamiliar casino and new retail, bar & restaurant traffic after consuming alcohol or gambling at night is a recipe for disaster and creates a litigious & liability situation.

-Ron Volle

Crystal Bay, Nv.

From: ronvolle@aol.com

To: STone@washoecounty.gov

Sent: 10/12/2023 7:51:02 PM Pacific Daylight Time

Subject: Blind intersection

Driving near intersection of Lakeview & Tuscarora. Travelling east on Lakeview, the slight right turn onto Tuscarora is so steep, the driver cannot see downhill street of Tuscarora. You must literally drive down Tuscarora blind until you are downhill on Tuscarora. Imagine doing this in snow and ice.

-Ron

Sent from my iPhone

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December 5, 2023

To the Members of the Washoe County Board of Adjustment, respectfully:

The sponsors of the Waldorf Astoria Lake Tahoe redevelopment project are requesting special use permits for their redevelopment project, including a reduced requirement for on-site parking. This, despite the fact that the proposed redevelopment of the old Biltmore Casino would result in a denser use of the site, including 76 hotel rooms, 61 new condominium units, 14 new employee housing units, a new casino with 10,000 square feet of gaming space, a retail plaza, restaurants, swimming pool, wellness spa, outdoor amphitheatre, and a commercial parking garage. It seems clear that reducing the normal on-site parking requirement does not make sense in this case, especially since on-street parking is scarce in that area especially during the winter because of snow removal that blocks on-street parking spaces.

Therefore, I urge you to deny the requested reduction of the normal on-site parking requirements.

Respectfully,

Patricia J. Moser Morris

330 Ski Way
Incline Village NV 89451

Public Comment Board of Adjustment Meeting 12/7/2023 re Agenda Item 10F re Waldorf Astoria Lake Tahoe Submitted by Carole Black Incline Village resident

I urge you to consider this application very carefully. While the Biltmore site is due for re-developing and the project as proposed has some positive features, the sum total impact will be substantial on an overcrowded, over-trafficked area. Building additions along Rte 28 will undermine views.

I flag for you some flawed assumptions and specific concerns re the proposal as written:

- “Due to the existing project having been here for 75 years, the redevelopment of this site is not anticipated to have a detrimental impact on environmentally sensitive and open space areas.” **Who’s kidding who? Project is much larger than prior. Initial phase has already impacted forested views!**
- “Staff believe that the issuance of the permit will not be significantly detrimental to the public health, safety or welfare ...” **This is followed by statements of various EIC checklist reviews with comparison basis of formal 2011 study which is outdated. It also assumes incorrect traffic and parking data conclusions as noted below.**

PARKING:

- “This [employee on site parking] condition may be waived if year-round public transit serves the site and provides access to a grocery store within 5 miles at the time of building permit submittal.” **Please do not omit employee parking – full public transit reliance is not viable in this area nor is it very suitable for groceries. And many other services are only available in Reno or Carson.**
- There is a request to decrease required parking per WC code with an extensive “analysis” & citing “Transit is free in the Lake Tahoe region and will reduce parking demand.” **Conclusions are flawed, based on flawed assumptions. Specifically, the time of day parking demand chart shows lines for hotel and condo that diverge substantially. Given likely property use, the rationale is not clear - if the two lines were parallel, a use pattern which is more likely in a resort area, there would be significantly more parking demand supporting the code regulation requirement level.**

TRAFFIC:

- “The Plan Revision does not make any changes to the state and county roadways associated with the approved project. In this report, the WALT project is compared to existing conditions assuming the Biltmore is in full operation today (the Baseline Biltmore).” And Average Annual Vehicle Trips are flagged along with assertion that VMTs will decrease painting an incorrect picture of traffic issues. **Existing conditions are an unoccupied site with essentially no traffic or VMTs, not a fully operational Biltmore. Even with no traffic from the site, the Rte 28 segment between Crystal Bay stateline and Incline Village already carries more volume during peak periods than is recommended for undivided two-lane highways with multiple accident “hot spots” (see recent Washoe County IVCB Traffic Study by Parametrix). During these peak periods in busy seasons the average daily trips is in the 18,000 or more range greatly exceeding the quoted number of ~12,000. Opening “WALT” will bring new hotel guests and condo owners/renters all bringing more vehicle trips!**
- “The proposed WALT project will provide a shuttle service as an amenity available ... upon request, with service to and from public beaches (excluding Speedboat Beach) in summer and to and from the Northstar California Resort in winter.” **This is better than guests using cars but it adds traffic to already over crowded section of Rte 28. Also I thought the project had purchased a nearby beach?**

BOTTOM LINE:

For public safety, please maintain code required parking levels and consider shuttles and vehicle intercepts prior to arrival in IVCB at least for day visitors. Also, in the interest of public safety (traffic) and aesthetics, could the whole project be downsized further??