

Boulder Bay Community Meeting II

March 19, 2008

Hi, my name is Brian Helm. I'm the project manager with Boulder Bay which you are all here to learn more about and our development's recent activity. I certainly wanted to first thank everyone for coming out tonight. I know we are all busy people and it means a lot to us that you would come out and express your questions and concerns as well as hopefully a little praise. But I won't go farther down that road. We've got a fairly structured beginning to the evening and then we'll open it up to questions at the end. We'll take it to nine o'clock with the questions and then the development team is certainly committed to staying after and answering as many questions that remain after that. You all made the effort to come out tonight and we're going to do our best to answer as many questions that you have and we'll stay as long as we need to, to do that.

We have a full slate from the development team here tonight. We've got Roger Wittenberg, who is the developer and owner as well, whom you'll hear from shortly here this evening. We also have Lew Feldman from Feldman-Shaw, he is our land use attorney. We have Gordon Shaw from LSC Traffic Consultants, and then we have Brian McRae and Audra Miller from Lumos & Associates who are our civil engineers and Phil GilanFarr who is our consulting architect on the project.

For those of you who were at our first meeting in November, we've listened to your comments and you'll see those incorporated here. We've learned from some of our mistakes, we have an extension cord this time, which should help keep power throughout the whole time. But seriously, we've put together a presentation for you and we'll go into a road discussion as well this evening and then we'll look forward to your questions. With that, let me go ahead and bring up Roger who's going to do a quick introduction and then we'll continue with the presentation.

My name is Roger Wittenberg, I'm the CEO of Boulder Bay. Since our first meeting, our vision for what this project can accomplish for the community not only remains the same, but we're more invigorated towards the results than ever before. We're convinced our principals are still sound. We feel that the emphasis that was placed on gaming for this community back in the 40s when these facilities were built no longer are capable of supporting the economy in the area with the advent of all the gaming that's been built in California. We do think it still needs to be present, but we think it becomes more of an amenity, rather than a main focus. So we stay committed to that concept. We believe we have to support the destination concept with something else. Something besides gaming. We feel that emphasis still remains focused on the Lake. It's all about the Lake, that's why people come here and we need to help them enjoy their experience here at the Lake. If we do that, they are more likely to come up to the Lake during

what we call shoulder seasons- the parts of the season that currently are not very well populated and all the businesses suffer on the North Shore from that. We believe that creating a facility that helps the standards for the current traveler and meeting those expectations is important. If we build that added facility and people have a great experience then we are going to develop loyal clientele. They will go back to their homes with their expectations of Lake Tahoe. We have the most beautiful lake aspect in the world right nearby and we simply need to help people enjoy that. So, I hope you learn more about our vision here tonight. We will remain open to the comments, suggestions, concerns and so on. I know this process has been somewhat arduous because of the CEP experience, but we really are now just beginning on this process. This is by no means the end, it's actually just the beginning. I'm going to turn this over to Lew and he can explain the details and I hope you enjoy and understand the presentation.

(Lew Feldman)

I think it would be appropriate to just kind of set the table a little bit and tell you where we are in the infancy of this process. It's Boulder Bay's intention and Roger's intention to make sure we are as responsive to community input as we can be. The end goal here is to try and create a project that meets the environmental objective of the community, which is a broad based community. It's not just residents, it's the regulatory community; and as Roger indicated it's the Lake. We've tried to hear what you have to say and we'll continue to have these kinds of meetings to receive public input as we move this process forward.

Roger mentioned the community enhancement program and some of you may be somewhat familiar with that. But I think it might be helpful for those who are not for me to spend a minute talking about that. TRPA has adopted a pilot program, we call it the CEP, the community enhancement program. The purpose of which is to get on a broader scale, the environmental improvements that will benefit air quality, water quality, scenic quality- the kinds of thresholds that are important to the TRPA and the general community. That program has nine projects that have been accepted into the community enhancement program. None of them are improved, they are simply eligible to proceed and will hopefully get approved. To this moment in time, nothing is approved. We have a concept that we want to move forward.

Since November, a monumental amount of work has been achieved and we've drastically revised the site plan, completed architectural renderings. We've done a lot of work on the water quality, a lot of work on the road way systems and we'll talk some more about that this evening. And earlier this week we actually submitted the formal application to start the process with TRPA. This process is certainly going to be several months, sometimes these processes take several years; we're hoping we don't get into that kind of countdown. We have traffic engineers, civil engineers, and we know that several of you are concerned about traffic circulation. We want to make sure that the information that we have developed through these various studies and the interaction with various fire folks are on track.

Roger mentioned some of his background and his experience. I don't know if all of you are familiar with Roger but he is a resident of Incline Village and on the board of trustees at Sierra Nevada College and has had a lifelong commitment to environmental products. Including which I'm sure many of you are familiar with, Trex, which is a decking material, insulation materials and various other materials. We're not paying lip service in this project to do the environmental stewardship. We're committed to doing a LEED certified project, which is Roger's passion.

We're also going to be funding and participating in the undergrounding of the overhead utilities, which are on the other side of Hwy 28, which obviously have significant scenic benefits. And then we're going to create these parks and open space areas and pedestrian villages. As I mentioned earlier, TRPA has met with this CEP project which enables those projects pending before TRPA to potentially receive certain benefits. Most of the projects that have applied are asking for a fair amount of commercial floor area, or a substantial amount of additional units of use. Our primary interest is to relocate the height that is on the highway and set it back and create a more aesthetic presentation of the built in environment.

The application that has been submitted to TRPA will now be reviewed by staff. A determination will be made as to whether or not it is complete. If you were simply going by weight, it is complete and then some. Having said that, maybe they'll get back to us if there is information that is lacking and we'll provide that information. Then TRPA will make a determination as to what level of environmental review will be required. Environmental reviewing in this could range from a finding of no significant impact to a complete environmental impact statement, which would be publicly circulated and available for comment. That is, at least if that occurs, probably 8-12 months out. There isn't anything that anybody in this room needs to be concerned about in terms of an immanent approval. This project is going to go under a long and arduous process.

We are in the process, however, of pursuing a road abandonment. In which I know some of you are intimately aware. Reservoir Road and Wassou Road curiously intersect this development. And, at least based on the review we have done and the consultation we have had with local officials and others, that doesn't seem to be the best circulation opportunity. What you'll see a little bit later is that we've made enhancements on that opportunity. It was presented to the Citizen's Advisory Board in Incline Village and at least those folks unanimously concurred that this plan was superior solution.

We do have an application for review of the roadway abandonment April 1st at the Washoe County Planning Commission. That would be the equivalent of a conditional approval. We're not going to abandon the roads and perfect the permit and go through the entire mapping process unless the entire project is approved. In order for us to advance the ball, it makes sense for us to understand whether or not roads are going to be bisecting the site. We're going to get some level of comfort before we get further into the process. If we could at least have a fundamental circulation system understood.

At the conclusion of this approval process, there will be several formal hearings and public hearings. Both Washoe County will take action and TRPA will take action. Everybody within 300 feet will get notice. For those of you who want to comment in support or in opposition, you'll have your opportunity.

I'm going to now introduce Brian McRae from Lumos & Associates. Brian is an engineer that has been engaged by Boulder Bay. Brian and Lumos have been working as long here or longer than I, I've been here 30 years. Brian will walk you through the circulation plan. Following that, we'll then have Gordon Shaw from LSC Traffic Consultants walk you through the circulation and vehicle miles traveled on those other nuances of traffic that I know is on everybody's mind. Then we'll get back to a question and answer period. I want to thank you as you have been attentive and I appreciate that very much.

Thank you very much. I'm going to be jumping back and forth between these blow-ups and these exhibits here so I don't have to jump back and forth between the slides. A little of the history that I went through on this project is that we originally developed a site plan that had Reservoir and Wassou Roads bisecting the site. It was a bit of a head scratcher for me at the time and I knew there was going to be some challenges with grades, making the roads work in the area. I know the developer went through a consultant at the time. They came back from their meeting and said we have a new idea and we would like to circumvent the roads around the site because we feel the sense of community that this project is going to offer for pedestrian access throughout- we really want to keep it as a whole. What do you think about the idea of a road around the side of the site? I said, what? It's more of a challenge, but it's no more challenge than what they were giving me in the first place. So I put my teeth into it and started figuring out some of the conditions we were going to be faced with here.

We came up with a plan that links Wassou Road up with Lakeview Ave. Then Lakeview connects with Stateline and down. But if you notice, the overall length getting to either Lakeview or Wassou is streamlined getting out of there and is a more fluid circulation. And then there is the question of what we're going to do with the grade.

What I wanted to do was give you guys an idea of what we've come up with and how we've developed a situation that is a vast improvement over to what's already there and what the existing conditions are right now. Currently, we have our existing conditions right here. Which we have a number of downhill stopping conditions that are less than fun in icy conditions. Severe cross slopes. Just to give you an idea of what my color coding means here, the red areas have a grade of greater than 13 percent. The yellow areas are between 8 and 12 percent, and the green areas are less than 8 percent. So basically, green is really good, red is really bad, and yellow is ok.

Another element of our existing conditions here that we're challenged with is the existing connection of Wassou Road through Stateline. It goes through the Biltmore parking lot. With our

discussions with the fire department, that is an unviable access point because you never know if there's going to be a camper parked out there, the dumpsters get moved around. The fire department doesn't want to be heading up Stateline Road to get to Lakeview, then have to turn around and go the other way. These are some of the negative conditions that exist out there. By going to our proposed site plan, you get rid of those downhill stopping conditions.

If you're coming out Wassou Road, you're doing an uphill stopping condition into Lakeview Avenue and continuing into the point where you're getting into Stateline Avenue where you're less than 8 percent. And meeting all NDOT and county code requirements for driving conditions in situations such as that. Overall, it becomes a much safer situation. We would be building guard rails in as needed in any areas that are in danger of being drop off areas. As this site evolves with the grade we're going to be placing in there, those areas are going to be minimized but the guard rails are still going to be there just because it's still a steep grade at 12 percent. It is something that the feedback that we're getting from people that use and maintain this road, whether it's the county road department or the fire department they're encouraged by this. This is a south facing road, the sun hits it and the snow melts faster on south facing roads. The county is really encouraged by what we've come up with on this.

The other point I wanted to bring across is to give you an idea of what we're dealing with now vs. what the end product is going to be. On top, this is a typical existing road section of many of the roads that are in the upper Crystal Bay sub division. They vary between 12 and 16 feet. This particular road was drawn in 12 feet, so it is basically half the size of what standard requirements are for Washoe County. And below, what we see what the end product will be. So we'll have ample room for two way traffic. The question was asked earlier about any existing parking that exists off of Stateline Road right now, that would be in addition to what we're showing here. This section that is tying into the existing section, which is the curb.

We were recently tasked with making sense of this three dimensionally. A lot of people have asked, this road is going through that big slope that we see in the back of the Biltmore parking area. You probably noticed that some of the utilities are sticking out of it and you wonder how we're going to get a road up through here. So this is our concept, the evolution of where we get to our next slide. We go right into a color rendering of the three dimensional model of we built for our site at this point. It looks a little bit off in the area just in the right of the road here. Those are just different elevations of where the future buildings are going to be tying into the existing slopes. We had to pull that away just so you could see the existing road. But this was developed so you could get a visual idea of what this is ultimately going to look like. We have one small asphalt area, that's going to be the rear entrance to one of the hotels that you saw on the site plan earlier.

So to summarize, all the new roads that we are going to be building are to Washoe County standards as well as NDOT. We believe it's going to improve the fire and emergency access throughout the area. We're eliminating the downhill stopping conditions that we talked about

earlier. And also the elimination of the ambiguous roadway along Wassou through the parking lot back here. Many people don't understand that's a county right of way as it stands right now. We're also eliminating non-conforming road widths of those upper road areas. There's several dangerous cross-slope areas there where cross-slopes are up to 10 percent. It would be a very scary situation driving in those areas, especially trying to make those turns from Lakeview onto Reservoir there. We're widening the big intersection at Hwy 28 at Stateline, so that will be an improvement. We're going to improve sight distance in that area. Then also throughout Hwy 28 at the frontage of our project, we're going to be widening Hwy 28 by putting a center turn lane throughout the entire length to aid turning movements in that area.

North Lake Tahoe Fire Department has reviewed this plan and all feedback has indicated they feel real positive about the Boulder Bay plan. It's going to provide a higher level of service and a reduction of response time to the general public of Crystal Bay. And it also has the implication of emergency restricted access along Wassou due to floating storage areas and approaching parking spaces.

This is an existing schematic of what the emergency response is to upper Crystal Bay subdivision. The fire department comes out Stateline Road from the south, but then because of the potential of obstructions through Wassou Road right away there, the Fire Department then makes a right turn down Hwy 28 and then up Reservoir road to make the turns onto Wassou and Lakeview. With our revised plan, they'll be able to directly access Stateline, go up through our development and access Upper Crystal Bay. Getting into just what the emergency access will be, the project will only increase the peak number of persons on the site by three percent—650 people over the existing uses. That's really not that much of a difference in there. The project also provides shelter in place if there is a major emergency. If there is a wildfire, would you rather drive out of there or dive into our parking garage and get out of the way. That is something that is an absolute opportunity.

I'm now going to turn the mic over to Gordon Shaw with LSC consultants. He's our traffic engineer.

Thank you Brian. Good evening, my name is Gordon Shaw, I'm a professional traffic engineer and planning consultant with LSC Traffic Consultants. Our offices are in Tahoe City and I live in the West Shore. I've been here for about 18 years and have got myself working on traffic studies and transportation plans throughout the area. Examples being the library in Incline Village or the Sierra Nevada College new campus, I did traffic work there. The work in the Kings Beach projects and Placer County.

I was tasked to take a look at that circulation plan and make sense of it. I asked, "Does this make sense? Are there issues with this project? Are there problems that could happen because of this project as proposed and there things we can do to make it better?" And I'd like to step through that process for a few minutes.

This is kind of a quick summary here, we're looking at the existing and proposed generations. That is, how many cars coming in and out of the project—we'll get to the results here in a minute. We've looked at vehicle miles of travel. That's something in particular TRPA cares about as it reflects the air emissions of traffic. Compared to what's on the ground here now versus will be here in the future. We've looked at something that's called Level of Service which is a scale of A to F and we'll talk about that in a minute. We've studied intersections that provide access here. We've looked at over all access and also applied NDOT and Washoe County standards for traffic control for liens and traffic signals and those sort of things.

The way that a traffic engineer and transportation planner would look at a plan like this would step through the whole thing in terms of circulation. In terms of the site, the project itself, the land uses in the Boulder Bay area really have three or four access points of access that I really care about.

There's the hotel access, which is just about where it's within 20 or 30 feet of where Reservoir Road comes out. Coming off of that, it's a two-way access into the hotel and beyond that into the parking structure that is beneath that whole central triangle area is all parking structure down beneath there. Traffic to the hotel will be signed to that place, that's where the traffic will be going to and from there.

It's not a particularly big access point, but just to the North of that is access to some of the town homes on the north side, the spa up there, it's a relatively low traffic access point.

Over here on the other side off of Stateline Road is the second major access point. It actually has a bit less traffic than the hotel. But coming off of Stateline Rd, opposite of Cove, would be the entrance to the drop-off zone for the casino area and then beyond that is the second major entrance into the parking structure. To the south of that, and important from our point of view, is this internal revenue that's one way east bound. We've thought very long and hard about what should be there in terms of direction of travel and so on. There's a desire to keep that small, so that we keep the speed down and provide opportunities for sidewalk promenades and so on. So there is a desire not to keep that a two-way road. In terms of evaluating that road, which way it should be, the idea of it providing egress access out onto Hwy. 28 beyond the traffic signal is a real benefit. So if you are someone who likes to use Reservoir Rd. today to get out and take advantage of the fact that our signal here is making gaps. Well, that will still be there and will still be open to public traffic.

There's a third access into the major parking structure right up there. Probably pretty lightly used. Could be more residents of the immediate building there or some of the employees. In our evaluation it would be relatively low traffic. As you can see here, we take Wassou and Lakeview and they come together on a bit of an uphill slope on Wassou. Left turn there, we continue to provide access to the parcels there actually in California. Coming down the hill, you'd have a

choice of coming out directly onto Stateline or making a left inside the site and making a left beyond the signal.

The good ol' traffic signal. We love it, we hate it. Right? I've been stuck in it probably not as much as you, but I've been stuck in it plenty of times. The plan as shown here would keep the traffic signal where it is, maybe moving it a just a few feet, but it would be where it is now. It would be functioning essentially the way it is now. It provides a benefit, it provides gaps for people pulling out from the side streets and a lot provides delays.

The bottom line is, under current conditions we need it for the pedestrians. If we didn't have it, we would have to be putting something in. It really provides a benefit compared to if we don't have it. A good example, if you're familiar with Fanny Bridge, which is another traffic problem around here. There, Cal Trans has just put in a signal to help control that traffic and group it a little bit better and there really hasn't been a benefit there. The only thing worse than having it would be not having it.

We have done some evaluation of pedestrian flow across the highway, and because we are reducing the size of the casino on the north side, that is so much of the generated pedestrian traffic. Our conclusion is we'll have some reduction of pedestrian crossing. There will still be a need of a signal there as we'll have new hotel guest and residents that may want to go to the Cal Neva or to Crystal Bay Club, but in general that button won't be pushed as often as it is now. There'll be a bit of a balancing effect.

The other thing I should mention, is today, the center of the two-way left turn lane provides a benefit for turning out of Stateline. To move into the middle, look for a gap over your shoulder, and wait to go forward; similar to what you do in Incline Village. But what we found from doing the study is to take that lane and extend it all the way out past the northern access point and then finally it would taper back down. That would benefit the side exit.

Let's talk a minute about the trip generation for the project area itself. We're talking about the Boulder Bay project here. One of the "aha's" in the study is that we have a whole lot of trip generation here now. In particular, the casino generates about 4,600 vehicle trips per day. Total of all the cars coming in and out. As a bit of an aside, that's based on what's on the ground, which is about 2,200 square feet of floor area. Not the potential that it could be under existing zoning. So that's a reality of what's on the ground. When we compare that with what could be here under the proposed plan, the big thing is the reduction in the casino and taking away the trip generation of the casino. Yes, we are adding more trips because of the hotel and so on, but the benefit of the net change of looking at all these traffic numbers to 5,100 trips today to about 4,100 trips in the future. That's a 27 percent reduction.

There's more reason and other factors that go into it, like retail and the restaurants would have more people stop by and keep going and so on. But the bottom line is, for once in my life I get to do a travel study where the traffic actually goes down, that is very unusual. There are some other

factors that we have to look at on reassigning traffic and closing streets and so on. But that's a key finding there. The other thing is we multiply the trip numbers by the average length of the trip for various types of land uses and go through all that, and it's almost a cut in half in terms of vehicle miles of travel. You are welcome to look at all the gory numbers, but we are reducing in particular some of the longer trips.

We then look at level of service, which is how well do the intersections work. Traffic engineers have got this scale of A, being good to F, being Tahoe City in the summer time. The community plan here has a standard of D, level of service D which is a fancy way of saying that the community plan says we don't like more than an average of 35 seconds delay, for any one particular movement. TRPA's standard over all is actually lower than that. They allow us to go to level E for four hours a day. What we're trying to aim for is level of service D. What we have now on peak days in the Stateline Hwy 28 intersection is about 20 seconds. That is a level of service C and that's on the worst movement, which is turning left out, I don't have to tell you that. Right now, it says Boulder Way, today, it's Reservoir Dr. right now. That's a level of service D of 30 seconds of wait time. Let's move on.

This is a quick summary basically saying that because of that center turn lane, because you have an opportunity to wait for a gap one way, turn, move into the middle, wait for a gap the in the other way, move over, that really helps with the condition compared to if we didn't have it. I'll just say, as an aside, the counts that we did this on were from last summer from Friday, which is the worst day of the week, in July, which is the worst day month of the year, at five o'clock, which is the worst time of the day. We really are looking at the worst case.

The other thing we did, even though the traffic volume has gone down six percent in the last 10 years we said, maybe something will turn around in the next 20 years. Maybe all of us baby boomers retire and move to our second homes and add more traffic to the roads. So conservatively, let's add half a percent growth per year. Which turns out, if you do the math, to about 10 to 11 percent growth over those 20 years and we added that all in.

We looked at the reassignment of people who are now coming out on Reservoir Rd. They're going to come over on Stateline and they're going to want to go to the same places. We went through all this math to identify what we needed to do. What we found there when we, in that fancy word, mitigated the "let's not fix it column" is that we would have some problems at the northern part of the side coming out of what we've been calling Boulder Way, that internal street. We had to name it something so we called it Boulder Way. I'm sure there will be a naming contest here at the end of this process. But with that two way left turn lane running all the way through Crystal Bay, we can make the traffic work here and provide good levels of customer service in all locations. We have a service level E when we get up to 37 seconds average on the worst hour of the worst day in 2028, but we're still obtaining the TRPA standards at that point.

One of the things we were tasked with looking at is why don't we put a traffic signal up at Stateline and 28. We could, it's a physically possible thing to do. The professionals, NDOT and Cal Trans, probably would have to be involved in this, have very strict standards called signal warrants. There's a variety of them. The easiest one of those signal warrants to meet is this thing called a peak hour warrant. To bore you for just a moment is a chart here and the X axis is all the cars coming on Hwy 28 and the Y axis is the busiest of the two side street approaches which in this case is south bound. If you chart out the traffic numbers and you fall above the curve, they basically say yes, this signal is warranted, we can consider it. If you fall below the curve, they would say no, it's not warranted, it may cause more problems than it would solve. In general, Highway Departments just won't go there. Too much potential liability in putting signals in where they're not warranted. As you can see there, we're not quite there. So the conclusion here is that unless there was something very unusual that happens at NDOT, they wouldn't allow that signal to go in there. As I mentioned before, we don't need it for safety or level of service reasons.

The other thing is our conclusion from looking at travel paths and pedestrian paths; if we put the signal in at Stateline, we'd still keep the signal in where it is now. So we'd have two, and that would be making things a bit worse. So our plan at present is to keep the signal where it is now.

(Lew Feldman returns to stage) Thanks Gordon. We're getting very close to the question and answer portion, but just to reiterate the next steps in this process is in furtherance of this transportation and circulation plan to go to the Washoe County Planning Commission on April 1 for the roadway abandonment. Which will enable us, if the plan is ultimately approved, to consummate that abandonment and reroute the roads as indicated.

The environmental review will commence in the next several weeks under TRPA's auspices. It's our intention to continue to have meetings with the community as well as with the regulatory community. With that having been said, what we'd like to do is answer whatever questions you may have. I think we're doing well in terms of schedule. As you ask a question we'd appreciate it if you'd identify yourself and then whichever of us is appropriate, we'll do our best to give you the best answer we can. With that underway, we have a volunteer, state your name please.

My name is John Sell and I have a couple of questions for Gordon. You mentioned that you did the study last July on the intersection that was actually Stateline and 28, correct.

(Gordon) That's true.

(John Sell) You did a study a few years ago in 2000 on Reservoir and 28. I want to know why the traffic studies were only done from a study that occurred in May of 2000.

(Gordon) The counts in Reservoir and 28. We didn't have an opportunity. We were under contract after last summer, so we didn't have an opportunity to do a peak summer count.

(John Sell) And you graded that intersection as an F? The worst intersection?

(Gordon) The worst movement of that intersection today without a two-way left turn lane is an F.

(John) Now what's going to happen if we accept that that intersection is an F, which I think is debatable. If we assume that's an F, what's going to happen to traffic now that you eliminate Reservoir?

(Gordon) It's going to go over to Stateline. The lines are very low. It takes only a few cars turning out into heavy traffic volume without a two-way left turn lane for that to get to a level service F.

(John) Isn't kind of like you have 395 as the busiest road in Reno and you said isn't the solution here to get rid of 395? Isn't that kind of like that?

(Gordon) No, absolutely not. Let's pick a volume on 395 of 80-90,000 cars a day. Let's pick a volume of Reservoir Road now of somewhere between 200-300 cars a day. It's apples and oranges.

(John) I've never actually seen a level F of 180 seconds. I've been traveling for 5 years and I have never actually seen a level F rating. Let's leave that for a second, vehicle miles traveled, it seemed to be this amazing task of sophistry that you could add 400 units and traffic decreases. So I looked at your gory details of numbers. In fact the casino visits of 4600 had been reduced magically to 1200. Now I assume that's because you are qualifying this a destination resort. But in fact your plans are not a destination resort there's nothing about it that qualifies it either as a federal or county destination resort. But I assume that because it is a destination resort the casino traffic even though it 10,000 square feet will be reduced by a factor of four.

(Lew) Excuse me John, this is not an inquisition. If you have additional questions, we will be happy to take them afterwards.

My name Bob Stewart, I have a house right here on Wassou. The way it looks you are building a park right beneath me. Thank you very much. My concern is you are expanding the roadway to 24 feet coming down to probably Wassou right in front of me. What happens when that ends up into Wassou, which is not 24 feet, where are you going to find the extra room? And How far will you take that because actually it goes past your property, past your responsibility. Are you going to dump a big road into a little road and say bye bye? Where are you going to find the extra space, because there is a cliff on one side?

(Brian McRae) We will be reinforcing this entire slope with a series of three retaining walls. He's asking how far are we going to widen Wassou Road? At this point, we plan to widen it wherever we are realigning it. I'm sure there will be future discussions with Washoe County regarding this. But the flip side of this is within the frames of our property we want to make Wassou Road safe. There are some scary slopes in this area, so we are calling for some fairly

significant retaining walls in this area to shore that up. From that point on, that remains to be seen, but this is what we are proposing at this time.

I'm Alexandra Groveland and actually, my question Gordon, is why don't we have a regional traffic plan?

(Gordon Shaw) We have a regional traffic plan, we don't have a regional traffic computer model. TRPA has spent over \$100,000 developing one, but they're not done yet. So the only model we now have is one that was done in 1988 and is completely out of date.

My name is Beth Moxley with Rapid Tree Service. I would like to applaud the immediate response with Boulder Bay that will show to the defensible space issue. They eliminated over 75% of the ladder fuels last summer and has shown the integrity and intent to protect the homeowners around the area. My question is, will you continue to use local laborers and contractors whenever possible?

(Lew Feldman) That's certainly our intention.

My name's Kim Grove, I have a business across the street. The majority of my clients come from Incline Village and I'm concerned that they'll be delayed in getting to my business or the road will be closed, or how often this is going to happen during construction.

(Lew Feldman) The intention is to widen Hwy 28 in the first phase of construction so that center left turn lane would be added. There will be some inconvenience in that phase of the construction, but that will be greater capacity on Hwy 28 when we actual do the project. So I think the impacts that you've identified will be short term and addressed on the front end of the project.

My name is Emily Walter, Tahoe Vista resident, Can you tell me what formula for the parking, you said it was acceptable as a formula. Can you tell me what that is?

(Gordon) It's quite the complicated analysis, we started with the Washoe County code, which gives us the number of spaces needed say per hotel rooms or the number of spaces for feet of restaurant. And this gets a little to the question of why the big reduction of the casino traffic. We have to look at the internalization of trips. Today, if you come to the hotel and eat at the restaurant, you haven't parked another car in the parking area. Because of the change of mixed land uses here, which will be much more residential lodging, there will be more opportunity for that. So there is a factor where we reduced the factor because of that internalization of parking. The other thing too is we looked at every hour of the day. We have land uses like restaurants and retail that tend to park in the day or early evening and lodging, which peaks overnight. So we're sharing those parking spaces to have as few as possible, but making sure at any time of the day there is enough.

There is perhaps a lesson in Stateline that resulted in a reduction of traffic volumes on Hwy 50 of 15%. In fact, that actually equates to a traffic volume of 20,000 cars per day at peak times at a time when Heavenly Ski Resort's visitation increased annually from 750,000 skiers visits to over a million. So you've got in a destination resort experience, people parking their cars, not getting back in them. And when you're having activity, pedestrian activity, you're presenting an actual and practical reduction of traffic.

This is Taylor Ham, she lives on 9830 Pier Ave and my name is Andy and some concerns we have are Cove is actually aligned with the roundabout in your project. Right now there is hardly any traffic on Cove and I'm not sure if that was part of your study or not but as we all know in the summer time when traffic is backed up everyone, or everyone that knows about it, goes up around the Biltmore down around Stateline in this kind of short cut. Our concern is Cove is going to be that shortcut now when people can't get onto Stateline and we feel it is going to impact our neighborhood quite a bit.

(Gordon) I guess two comments, from the point of view of the cut around in the east bound direction or the west bound direction you are past the congestion. There is no need to turn right on Stateline or left on Cove. The fact that this Boulder Way is one-way the opposite direction is that people can't people use Boulder Way to cut around on Cove and keep going through the whole area. The other concern that I have was, the queue coming back, the south bound queue, backing up to a point past Cove and people decide that it is easier to make a right and left to get out that way. The analysis shows that 20-second delay won't be enough short of 4th of July conditions where people would use it as a cut through.

(Andy) I have a hard time making a right turn from ? You're telling me that it won't make a difference.

(Gordon) We are talking about a volume of 20-30 cars an hour. That's what we're finding.

Larry ?? I have a question on the employee housing. Is that going to be just for the employee or is it going to be for families?

The intention is to construct workforce housing for employees, some of them will have families. The intention is not to construct affordable housing project, but a workforce housing element to this project that will accommodate families as well. We will create 34 units, some will accommodate families. The units will be located up near the back of the project.

My name is Hans Slang, I live on Tuskrao in Crystal Bay, with the road abatement what I see is about 25,000 square feet of coverage. Have you considered a roundabout on Hwy 28 Lakeview and Stateline?

(Lew) We have considered the roundabout alternative, but there is simply not enough geography to accommodate a roundabout. Am I correct Gordon? I got an affirmative nod.

I'm Clint Pridmore and I'm concerned about where Reservoir and Stateline is connected underneath the big water tank. It looks like you're going to be elevating it quite high with the parking lot and I'm wondering about the sound barrier for the houses above it.

(Brian McRae) I haven't thought about a sound barrier at this point. I know there is a significant amount of landscaping going into that area to just to hide the tank, that's going to add to some soundproofing. The slope itself is also going to be about 1:1 it will be armored in rock or some sort of rock retaining wall which will reflect sound away.

(Lew) The other thing I just kind of observed is the outdoor parking, driving and loading that is happening now, won't be happening with this project so that may help abate some the noise.

I'm Patricia Wohlleb and my question is for Brian, I read extensively and carefully your application for the abandonment and variance and I highly recommend everyone read it. In fact, I have copies if you'd like one. My question, based on your information, is you're telling me that now living on Wassou Road I can drive down in those green spaces and your information says that Reservoir Road is an 8% grade. Then I drive down Wassou Road, if that's crowded, and come out at Stateline, which is a 6% grade. All throughout here you're telling me that you're making me safer. What you're saying is Beowawie isn't safe, Amagosa isn't safe because they are over 15% grade, these are your numbers. Then you're telling me you are taking away both of my safe exits and you're going to re-route me around your project at a 12.5% grade and you're making me safer? I don't get it.

(Brian McRae) I think what you're mainly intending is this area right here. In this particular area, we are dealing with some areas from 8-10%, that is correct. Down below that the slope increases, so you're going into a downhill stopping condition, which the county currently and I think a lot of people agree, stopping into Hwy 28 here at steep slopes is a scary proposition.

(Patricia) That's not what your application says. For us to give you this property and give you these roads, that's not what you said in your application, I can read it to you.

(Brian) All I know is that we're looking at significant portions of Reservoir that are greater than 15% and we're also looking at downhill stopping conditions here, one that significantly steep here and Wassou Road through here is not a viable option for emergency access.

(Patricia) It's all green, you said that's the best. It's all green.

(Brian McRae) But it's also obstructed.

(Patricia) Where?

(Brian) Its' obstructed by parking.

(Patricia) I have lived here for 13 years I have taken that road practically everyday in 13 years in the winter time and the summer time and in the fall and spring, I've never run into a garbage thing or a truck. I drive right down it and out.

(Unknown) It is not obstructed.

(Lew) Your point has been made. Next question?

(Unknown) Can I follow up on that same point? Currently the fire department connection to the sprinkler system is located directly at the back where we say Wassou is inaccessible. It seems to me and I was a fireman in the adjoining district and we used to be the second in engine and we used to come up this Wassou Road. It must be more currently now that the fire department and North Lake Tahoe wishes to use the other section. But to say that it is not an emergency egress is not true because if you walk to the back of the parking lot you will see the fire department connection and the enunciator panel are both in the back of this parking lot.

Jason Pata, one more final thing here (singing). My home, preacher man is right here, so when the change the route right here, what does that do with the headlights going right into my home?

(Lew) We'll take a careful look at that.

Frank Wright, Crystal Bay, I have a couple of questions on the interior roads, the new Boulder Bay Drive, who is going to control and own these interior roads inside your project? Who is going to control and own these roads?

(Lew) Which roads?

(Frank) These roads that will be one-way.

(Lew) Those roads will be controlled by the development.

(Frank) My next question then is, if the development owns those roads inside there, at any time they can close those roads, redirect traffic and do anything they want to do. We're giving up a county-owned road here which extends us out to the highway and takes traffic. Now you're going to take that away.

(Lew) Both will create public access.

(Frank) But that can be taken away at any time. If they are owned by you they can be taken away.

(Lew) Not once easements are granted.

My name is David McClure and my question was that a lot of the TAUs that are currently being used and converted into hotel units and larger maybe fractional ownership or however it's divided wasn't really specified in terms of the numbers where current units, which I think is

about 280 units. How many of those are going to be hotel units, versus how many of those are going to be 2-3,000 square foot fractional units and how that affects the vehicle trip index. How was that calculated? Was it using hotel units or was it using large, several thousand square foot units that are fractional.

(Gordon) I cannot answer the question of legal issue of where they come from. I was given a certain budget of hotel units versus fractional units versus primary ownership and whole home units. They do have different rates, and the fractional ownership rates are the highest at 10 trips per day, we used the TRPA numbers for that. the TAU uses to develop.

(David) How many units are there?

(Gordon) Hotel units, 200 and employee units, 35.

Margaret ?, Incline Village, I have a question on the math and I'm not even Blonde, okay? I'm looking at what you had said with the current casino trips at 1400 and the new casino trips being about 1200 and then I'm looking at 400 town homes with minimum of two cars per town home because nobody has one car anymore. So that's another 200. And then the time shares...

(Lew) There's 21 town homes.

(Margaret) Oh, there's 21. Well, there's 400 units so right now you have 400 units with a minimum of one car sometimes two. Then you've got your workforce housing, restaurant traffic and you're smaller casino traffic. So when you add all of that up you're looking at thousands of vehicle trips per day as opposed to what you're saying right now of 1400 vehicle trips. So can you explain to me why that's not going to be a traffic issue?

(Lew) Our traffic engineer will answer that for you momentarily.

(Gordon) I'm not sure about the 1400 unit number. The total number of trips put on highway by existing uses is 5,080 trips per day. One car coming in turning and leaving is two trips, 5,080 trips per day. Of which, 4,600 or so are external trips generated by the casino. When you think about the existing land uses, there is a real imbalance of trips from the casino and those generated on site by the hotel. The people, who stay at the hotel here, have a propensity to visit the casino, which is pretty high. But there's just not very many of them. So of the casino trips they have to most of those have to go externally. When we look at the proposed project, we're bringing the casino quite a long ways down 10,000 from 22,000. So we're bring that down by more than half. Also we're increasing the number of people at the lodging and residential units who want to go gaming, we hope. So they are essentially soaking up more of the casino trips. That's why proportion of the casino trips goes down faster than the drop of the floor area. It just has to do with the balance of the various land uses.

(Margaret) That's not what I said. I'm referring to the town homes and timeshares and the workforce housing. That's not addressing the casino traffic.

(Gordon) Yes, and that's true. The various lodging units I don't have that as a subtotal here. We're still generating about 4,067 trips a day generated overall external if you could look at the highways coming in and out. We're still generating tons of traffic, but we're generating a reduction of about a 1,000 from where we are today. That does include the trips from the hotels, lodging, and employee housing.

(Unknown) Asks about parking??

(Gordon) Parking by itself doesn't generate traffic, cars generate traffic.

(Unknown) Do you have enough parking?

(Gordon) We believe we have enough parking spaces.

I've been chasing this microphone from over there all the way around. I'm Marianne Pearsall, I live in Crystal Bay, and I also work with Coldwell Banker. I know we're getting tired, I know I'm tired. But I have a question regarding, and maybe I misunderstood the ½ percent growth per year, but we're decreasing traffic? That I don't understand number one.

(Gordon) May I answer that?

(Marianne) You may.

(Gordon) I believe I am as knowledgeable of Tahoe traffic as anyone in the basin. Forget this project, if this property were to stay the same for the next twenty years. How many cars would be on Hwy 28 has to do with things like how baby boomers use their second homes, the price of gas, we don't know how much gas will cost next week, so the bottom line is we have to make a planning assumption. If I were to just do a standard planning process of say let's take the last 10 years and straight line it we would be saying, we should expect to see a 12% less traffic, things will be great. But, we wanted to be conservative, so we said for purposes of evaluating future conditions let's that turns around and we build ourselves in some cushion of saying, yes there is going to be some growth from the highway.

(Marianne) My next question is not related to that specifically. But, we looked at the Atlantis area where they have a flyover, would it be possible to do a flyover and get rid of the light which causes terrific back up, particularly in the summer or a tunnel, something below ground or above ground getting rid of that and letting traffic flow instead of backing up, sometimes way into Incline Village. Thank you.

(Gordon) I cannot speak for the developer, so perhaps the developer wants to speak to this. My marching orders were to look at the proposed plan, which included the on street signal and evaluate conditions with that. So that's what we did there. We did also do an analysis on if there was an overpass, would people use it. Which turns out to be kind of important. If you put it too far away, people won't use it. If we keep it close to the Crystal Bay Club, yes people would use

it and we could make it so there weren't still so many people running across the highway to use it, that we still needed a signal. One of the challenges here, as it is in south shore, you can provide an underpass or overpass like there is an underpass at south shore, between Harveys and Harrah's. When they see I just want to go right there, I don't want to go upstairs, across and downstairs. What they have done at south shore are those beautiful metal fences. The challenge here is bus stops on both sides and you can't have bus stops and not let people through, so there would be gaps in the fence and people would still be running across the highway. The bottom line is physically yes, we can build one and we believe from pedestrian planning people would use it, we could take out that signal. But we could probably have a pretty good discussion in this room whether that's a good idea or not. From my point of view, or the point of view of this study, we did not assume that would happen.

(Lew Feldman) Yes sir, state your name please.

My Name is Ron Code and I live on the lake side of the Highway. I think a lot of people like myself are concerned about the overall nature of the project more than any specific road or intersection or light. Therefore, if our enthusiasm isn't generated for the entire project, we're going to take it out on the details. Such as Nevada, our current road. I saw on your website some indications that you indicated zones off of Stateline on a map as tourist areas. Which are currently, some of them are zoned for R-1 other condominiums are there and I don't consider this a tourist area. I only want to say this at this point because I haven't made up my mind on everything. But if there's any attempt to degrade the residential components that we have around here by asking for example, to get things rezoned, I think there's going to be a there's going to be a lot of resistance.

(Lew Feldman) I appreciate that. There is no intention to rezone. We're simply complying to the existing zoning.

My name is Bill Eadington, I'm an economist and a resident of Crystal Bay. I have two points; the first is a technical point on the traffic study. Harveys in South Lake Tahoe has effectively reduced the size of its casino floor about the same amount that was suggested for the Biltmore. And it has not had any percent reduction in visitation to the area. I would suggest that the fact that there are three other casinos here made me believe you are not going to see a dramatic decline in visitation. That's the technical point. The more important point, which is very similar to Ron's comment, is Crystal Bay has about 200 resident units at present; given the approvals that the Cal Neva has, 200 hotel units will transform into effectively 200 additional residences. This project adds an additional 200 residences as Tourist Accommodation Units, either as fractional ownership or whole ownership, and an additional 200 hotel rooms. But the main point is that many of us who have lived here a long time are in favor of a reduction of blight. And an improvement of quality of the physical facilities of the area. But our concerns have to do with the proportionality, that if indeed the development were proportionate to what is here, that would be fine. But my concern is that were going to have something dramatically disproportionate and

create a very significant concentration of density with new residential units replacing our residential units as fractional ownership for TAUs.

(Lew Feldman) I think that's an interesting observation. With respect to Harveys in the south stateline area, however, since the construction of Heavenly Village and the intensification of tourist accommodations in a destination resort area, when in fact what happens is what I mentioned earlier is that traffic volume on Hwy 50 has decreased by over 15% per year, vehicle miles traveled have decreased by over a million miles per year inside of Stateline. And peak volumes have decreased from 60,000 cars per day to 40,000 cars per day. So what we've found is by consolidating TAUs in a resort destination environment, what you get is people that walk around and are not getting back and forth in their car to go from point A to point B at a time where visitation has actually increased in skier visits to Heavenly.

I'm Josselyn Robertson and I live on Brockway on the lake side of the road. I sympathize with everyone with the road problems, it doesn't affect me personally, but everything everyone has said is valuable. It's a huge population to stick in the middle of this neighborhood. And to compare it to south shore, this is not south shore, this is a residential neighborhood up here. If you're going to put in all the units that you're talking about, Cal Neva is putting in and what they're putting in, I mean, there's not room for all those units you're going to put up here. Physically, maybe, but that's a lot of people that you're putting right in the middle of our neighborhood.

I'm Mike Wallaby. My question is how much time are you going to be spending in this construction project day to day? 8 hours a day or longer?

(Lew Feldman) TRPA actually has an ordinance that specifies construction hours. I should know this by now but it's something like 8am to 6pm. (Gordon interjects, 7pm). In any event, we will certainly work with the community on construction hours. One of the things that's important for folks to understand is we understand you're concerned about increases and impacts. We've generated a lot of studies and data that we think addresses some of those concerns. But if you look at the big picture, if you step back from this, you have an existing condition here that is what it is. In order for changes to occur, there has to be some sort of economic opportunity to make those changes and not go broke. And so as you create a development program, you have to create a development program that is economically viable. We have to achieve a certain level of unit count and development or we can't change the existing condition. And while that may be fine for some folk, it may not be fine for other folks and it's certainly not fine for the net environmental consequence of the existing conditions. We are sensitive to your concerns; we want to develop strategies that mitigate these impacts. We hear you, we're going to take back what you've told us and do the best we can with it. But I don't want to suggest to you that you could knock down the Biltmore and simply replace it with its existing unit count and deliver on any of the environmental or economic objectives of the community. So, I don't know if that helps, but I'm just trying to give you a little context. I agree with you by the way that this is a

challenging location in the sense that there isn't a gondola or a beach and so we understand that and anticipate we will have a linkage with transit to those kinds of facilities because there has to be proximity and transit friendly proximity to golf, ski and the beach. That will be part of the development. The other thing I guess I think is important is you can't create the kind of change that I think is needed here and create the kind of environmental benefits that the lake requires unless you can upgrade the area and in order to upgrade the area, you have to have an economically viable concept.

I'm Bruce McIntyre, I live on upper Wassou Road, my concern has to do with Andy's comment earlier. If you're heading east on 28 and there is a hang up anywhere on 28 from the casino to Amagosa, people are going to cut through neighborhoods. I think they already left, but I have cut through his neighborhood, turning left on Gull, then down on Cove, through the parking lot up Wassou. But as you get to the end of the area where Wassou will not be widened, people will learn very quickly. People will learn very quickly if there's any hang up on the highway they're going to cut through Wassou. Upper Wassou has very sharp turns, there are children up there and I also have grandchildren. I've seen cars go through there and it could be a very dangerous situation. Particularly when you have to make a blind left turn on Beowawie heading north to Incline or if you're going to left turn off Amagosa to go to Incline. People will learn because their only access is from the rear. The workers, if they come from Incline, doubtful, or from other areas are going to learn very quickly and they're going to cut through the neighborhoods. I think it will create a very dangerous situation. Thank you.

(Lew) We said we would stay after, we are poised to break at 9pm and it is 9pm. So for those of you who have continued questions, the consultants are happy to stay after. We would like to thank you for your interest and participation and welcome the opportunity to talk with you one-on-one and look forward to future meetings and hopefully you can share views with us. Thank you everyone.