**Incline Village/Crystal Bay Citizen Advisory Board**

**Minutes of the regular meeting of the Incline Village/Crystal Bay Citizen Advisory Board held on December 25, 2024, at 5:30 P.M. Incline Village Library (845 Alder Ave. Incline Village, NV 89451)**

1. **CALL TO ORDER/ DETERMINATION OF QUORUM**

PRESENT – Diane Becker, Denise Davis, Chris Wood, Roxanna Dunn, Mark Sasway (late/online)

ABSENT – Carla Werner, Kevin Lyons

1. **PLEDGE OF ALLEGIANCE**

The pledge of allegiance was recited

1. **GENERAL PUBLIC COMMENT**

Ronda Tycer suggests that declining participation in Incline CAB meetings and other Washoe County CAB meetings is due to residents feeling ignored or dismissed when they express opposing views. She describes an incident in June 2023 when many residents protested a housing plan presented by Heidi Hill Drum of the Tahoe Prosperity Center, which included proposals for large buildings in Incline Village. Tycer explained that after the meeting, Drum wrote negatively about the residents' input, dismissing it as uninformed. Tycer also criticized Drum's refusal to update housing data using the 2020 census, despite Tycer providing updated analysis. Tycer believes this dismissive behavior from Washoe County and its affiliates is a key reason why local residents no longer engage in public input. Roxanna Dunn suggested that these comments be shared at the upcoming CAB reimagination.

Kathy Julian responded to the email read by Rhonda, expressing disappointment with the Tahoe Prosperity Center's (TPC) reaction. She explained that, as a member of a housing committee, she had been copied on the email and felt that TPC's response to community feedback at the CAB meeting was overly sensitive. Julian acknowledged community frustration but emphasized that residents of Incline Village were knowledgeable and passionate about their community. She suggested that TPC and other agencies needed to develop "thicker skin" when engaging with the local population. Julian also stressed the need for better community involvement earlier in the process, before surveys and reports were finalized, to ensure residents didn't feel excluded from discussions. She encouraged expanding the circle of people involved in housing discussions.

Pamela Tsigdinos shared an experience from a week ago when she and her family encountered a house fire while driving down Ski Way Drive after dinner. They initially thought the road was blocked due to a car accident but ended up in front of a fire truck responding to the fire. Tsigdinos inquired about the protocols for managing traffic during unexpected emergencies, such as wildfires or house fires, especially at night. She asked public safety officials about the presence of sheriffs and how traffic is directed in neighborhoods during such events, as she and others were unable to leave the area without interfering with the firefighters' work.

1. **ANNOUNCEMENTS FROM COMMISIONER HILL**

Alexandra Wilson delivered a message on behalf of Commissioner Chair Alexis Hill. Wilson gave an update on the Washoe Tahoe Academy that the County recently did a networking event for. They are looking to have it open for application early in the new year. She also asked people interested to sign up for the District 1 email list.

Roxanna Dunn responded to this announcement advocating that those newer to the area should be encouraged to apply for the academy.

1. **PUBLIC SAFETY UPDATES**

**Washoe County Sheriff's Department**Captain Amelia Galicia provided a safety update for Incline Village based on November 2024 data. Key points included an increase in two major offenses: grand theft autos (2 incidents, up from a 3-year average of 0) and residential burglaries (1 incident, also up from 0). However, vehicle burglaries were down, with 0 incidents reported, which was positive. She highlighted that Incline Village is now a designated DUI enforcement area, leading to increased patrols to target DUI offenses and reduce traffic-related crashes. The overall jail population decreased in November, reflecting a drop in 911 calls for service, disturbances, and suspicious activity across Washoe County. She also mentioned the success of the Sheriff's participation in the Candy Cane Village event on December 7th.

Roxanna Dunn asked for a response to the question made by Pamela Tsigdinos during public comment.

Lieutenant Armando Avina provided an update, introducing Jessica McGehee from the Mobile Outreach Safety Team (MOST), which has been working closely with the patrol team for several years. Regarding a previous question about house fires and road closures, Avina explained that when a fire occurs, deputies are responsible for blocking traffic to allow firefighters to work without interference, especially when laying hoses. If the fire is in a cul-de-sac, there may only be one access point, requiring additional resources to manage traffic. He acknowledged that traffic blockages during fires can be inconvenient, especially during the day, but emphasized that public safety and allowing firefighters to work unimpeded is the priority.

Pamela Tsigdinos reiterated her question to Captain Avina and Galicia. She and her family intended to avoid any issues, but since Tomahawk Trail was not blocked off, they inadvertently drove toward the fire. They realized too late that they had entered a hazardous area with no clear indication or warning that the road was closed due to the fire. This situation became problematic, as others trying to leave the area were also trapped. Tsigdinos emphasized that they didn’t want to hinder the firefighters' work.

Lieutenant Avina acknowledged her concern and confirmed that the incident occurred on a Sunday night when he was off duty. He explained that, in his absence, a different team was in charge. He planned to follow up on the situation with further details from the on-duty team and asked if Captain Galicia had any comment on the situation.

Captain Amelia Galicia explained that without reviewing the specific call, she couldn't provide a detailed answer. She noted that there are often only two deputies assigned to Incline Village, and if they were needed elsewhere or if fire had requested them at different locations, that could explain why Tomahawk Trail wasn't blocked. Fire departments determine which routes need to be closed, and the deputies assist as needed. Pamela Tsigdinos clarified that three cars had driven into the area and were unable to back out, which made the situation more difficult. Galicia said she would look into it further.

Roxanna then asked in place of Kathy Julian if it was standard policy for the North Lake Tahoe Fire District to request the sheriff's office to manage traffic during house fires, to which Galicia responded that she couldn't speak to fire's specific policy. However, she confirmed that when fire-related calls come in, both police and fire are typically dispatched.

1. **TAHOE TRANSPORTATION PLAN**Dave Solaro, the Assistant County Manager, provided an update on the Tahoe Transportation Plan, emphasizing that it aligns with Washoe County's strategic goals, especially within the economic impacts section. The plan aims to address the growing community's transportation needs by focusing on improving safety, expanding connectivity, and tackling mobility issues while ensuring it complements other regional plans. Community input, collected through surveys and meetings, helped shape the priorities within the plan, which include short-term, mid-term, and long-term action steps. Solaro discussed several key areas of focus. He highlighted ongoing projects such as improvements along State Route 28, including intersection analyses and traffic signal adjustments. He also mentioned efforts to enhance bus stops, with plans to make them more ADA-compliant, though feedback is needed on which bus stops should be prioritized. Additionally, he talked about expanding multi-use paths to make the area more walkable and bikeable, with priorities yet to be determined. Winter maintenance was another topic, particularly snow clearing on pedestrian pathways, and the challenges of balancing road maintenance with pedestrian safety during the winter months. Solaro also touched on local intersections, emphasizing the need to clarify the distinction between pathways and driveways, and discussed strategies for improving transit services and parking solutions. Lastly, he mentioned efforts to enhance technology and data collection, including community-wide Wi-Fi, to provide real-time updates on parking availability and traffic conditions. He stressed the importance of community feedback to help prioritize these projects, balancing immediate needs with longer-term goals.

Chris Wood expressed interest in prioritizing projects but noted that it's challenging to identify priorities without clear data. He specifically highlighted the importance of better Wi-Fi and technology for communication, particularly in emergencies, as a more compelling issue than what is listed on the chart. He also emphasized the need for data on bus stop usage, such as who uses them and how often, to help determine their importance to the community. Wood acknowledged that while he personally doesn't use the bus, this data could be crucial for making informed decisions on community priorities, as limited resources necessitate careful prioritization of projects.

Denise Davis asked for a timeline for feedback on the project, to which Dave Solaro responded that feedback is welcome at any time. However, it would be particularly helpful by April of the following year, as this would provide clear direction on community priorities (such as roadway or pathway improvements) to guide grant applications. Limited project management resources and upcoming opportunities for grant applications in the spring make this timeline crucial. Additionally, the draft transportation plan from TRPA is expected to be approved by the first quarter of next year. Feedback can be sent directly to his personal email address.

Diane Becker shared her concerns about issues in the community, highlighting that some topics on the list are important to the community but not aligned with TRPA's priorities. She suggested the community should come together, similar to the fire safety discussions, to create a collective list of priorities, including input from CAB meetings and personal thoughts. Becker emphasized the importance of broadband and connectivity for safety, especially during emergencies like fires, as some services failed during the fire. She also raised concerns about snow removal, particularly for children walking in dangerous conditions on roads. Becker plans to send a detailed letter with more thoughts.

Roxanna Dunn advocated for improved bicycle and pedestrian safety in the area, citing an increase in bicycle traffic, especially with e-bikes. She highlighted the danger of several intersections along Highway 28, particularly for cyclists, and suggested safer bike lanes and improvements at key crossings. Dunn also expressed concerns about pedestrian safety due to the many driveways along 28, making walking or cycling hazardous. Additionally, she recommended prioritizing snow removal along the paths on Highway 28 over the schools during the holidays. She plans to submit further suggestions in January.

Dave Solaro shared that a pilot bike boulevard project is planned for Lakeshore to address concerns about bicycles on the pathway. Engineers are currently reviewing the plan, and the sheriff's office will be involved due to enforcement considerations. The project aims to determine if moving bikes to the travel lanes can be done safely without causing new problems.

Helen Neff raised several points: She confirmed with Dave Solaro that the draft Regional Transportation Plan is likely "Connections 2050." She expressed concern that the FTIP[[1]](#footnote-1) plan for Incline Village doesn't include any local projects, focusing instead on bike paths and a mobility hub. She emphasized the importance of examining "Connections 2050" to improve bus stop locations, as these plans affect future transit needs. She also highlighted the need for improvements in pathway maintenance and safety, particularly on weekends when tourists walk in large groups. Additionally, Neff recommended safety improvements for intersections, specifically four-way stops at Village Boulevard and Northwood/Southwood to slow traffic, particularly near the middle and high schools. She suggested repeating the community workshop format used for the transportation plan to gather broader feedback.

Elise Pett, an engineer, advocated for dedicated bike paths due to the increasing use of e-bikes. She emphasized that mixed-use paths are no longer safe as e-bikes travel at high speeds, creating risks for pedestrians. Pett suggested creating an 8-foot-wide e-bike path, which would also accommodate emergency vehicles, extending from Lakeshore to Crystal Bay. She highlighted the safety concerns, citing personal experiences and incidents, including one where a friend was injured by an e-bike. She also expressed concern for students' safety, especially those walking on the road, and promised to provide additional photo evidence of the dangers.

Robert Loeber, a Crystal Bay resident, raised concerns about the safety of the north entrance/exit of Incline High School. He explained that the road is dangerous due to a curve and poor visibility when pulling out onto Village Boulevard. Despite a mirror being installed, it is ineffective, especially during the day. He suggested lowering the steep path on the west side of the road to improve visibility, emphasizing that it is only a matter of time before an accident occurs.

Rhonda Tycer expressed concern that Dave Solaro skipped over the topic of the Incline Mobility Hub during the presentation. She emphasized that the community has consistently opposed the idea of a large parking lot and bus hub at the old elementary school site, despite years of public input. Tycer reiterated that the community will not accept this proposal and is highly alert to any discussions regarding the bus hub. She stressed the desire to work with Washoe County on finding a solution that meets the transportation needs without negatively impacting the village.

Kathie Julian expressed full support for Rhonda Tycer's opposition to a large parking lot for tourist traffic at the old elementary school site. She raised a few questions, hoping Dave could address them, including a request for traffic count data from NDOT, specifically between Sand Harbor and the entrance to Lakeshore Boulevard. Julian also suggested considering lowering the speed limit earlier on SR-28 at the west end of town, to help with safety at the intersection of Northwood and Southwood. Finally, she asked for clarification on the "Main Street program" and its details.

Neil Jones, a Parks Commissioner, shared concerns about traffic safety in Incline Village, particularly at the Southwood and Incline Village intersection, which he described as very dangerous, having nearly been involved in an accident there. He also highlighted the issue of snow plowing on multi-use paths along Southwood, where paths often remain uncleared for 2-3 weeks after snowstorms, forcing pedestrians, including children, to walk in the street. He emphasized the need for improved snow clearing and addressed the hazard of snow piles blocking both pathways and roadways.

Diane Becker requested an update on the mobility hub project. Dave Solaro referenced a presentation at an earlier CAB meeting with a TTD rep present and indicated he did not know what has happened since.

Roxanna Dunn asked about a proposed 44-space parking lot near Sweetwater. She questioned the purpose of these spaces, as they cater to visitors who drive and then bike, which doesn't align with the goal of reducing vehicle use. The parking area is also far from key destinations, making it inconvenient. Becker worried that this lot would increase vehicle traffic and worsen congestion in the village, especially during peak times. She suggested Washoe County focuses on creating parking outside the basin to reduce in-town traffic and recommended using innovative solutions, such as off-site parking and buses that can carry bikes, like models used in national parks. Dave Solaro was not familiar with the plan for a parking lot near Sweetwater but will contact TTD to get accurate information.

Helen Neff raised concerns about discrepancies between the TRPA Connections 2050 plan and the TTD short-term transit plan. The TRPA plan proposes parking and transit hubs in population centers around the lake, which contradicts the TTD plan. Neff wrote to Commissioner Hill about these differences, and she has asked TRPA to clarify the issue. A discussion on the matter will take place at the upcoming TRPA Transportation Committee meeting, which may provide further clarification.

Mike Lefrancois highlighted several transportation and safety issues in Incline Village. He emphasized the need for a safer connection between Incline Village and Kings Beach for cyclists, as current routes through Crystal Bay are unsafe. He also suggested completing a long-discussed section of the town trail system along Incline Way, which would connect key areas like the Rec Center and Village Green. Additionally, he raised concerns about speeding at the intersection of Southwood and Village Boulevard, proposing the possibility of a four-way stop to improve safety. Lefrancois also noted traffic problems on Southwood, particularly in the evening, and suggested addressing the issue of speeding in residential areas. He proposed using the Diamond Peak parking lot in the summer for local boat parking, as it is underutilized and could alleviate some parking pressures. Lastly, he advocated for improved transit options to make it easier for residents and visitors to access the area without relying on personal vehicles.

Dave Solaro responded to questions raised in the chat, emphasizing that the transportation plan is available on the website and addresses many of those questions, particularly regarding pathways. He mentioned working with the sheriff's office and NDOT to gather data on traffic patterns, such as the origins and destinations of vehicles entering the area, including traffic from Sand Harbor and Mount Rose Highway. Solaro expressed appreciation for the community's input and reassured residents that Washoe County is focused on understanding and addressing their needs, despite the various priorities in the basin.

Roxanna Dunn asked Dave Solaro about several aspects of the transportation planning process. She expressed concern that after providing input on transportation plans, projects often seem to disappear, and asked about the steps that occur after a plan is finalized, who is involved, and whether there is a specific time of year when planning focuses on next year’s projects. She also wanted to know how the community could stay involved during the planning process. Additionally, she inquired if there is a designated time, such as from December to February, when planning for the following year’s projects takes place, and how projects are prioritized. Finally, she asked if any projects from the list had been fully completed. Dave’s response referenced community meetings such as this CAB meeting, calls to 3-1-1, his need to identify funding sources for projects, and stated that the capital improvement planning process starts in December, January, February. Dave cited having obtained a full year of data on Village at Southwood and Village at Northwood. Decisions to install stop signs is governed by the Manual of Uniform Traffic Control Devices.

1. **TAHOE AREA PLAN**

Kat Oakley, Senior Planner from the Washoe County Planning Division provided an overview of the 2025 Tahoe Area Plan update. The presentation explained that the Tahoe Area Plan, initially adopted in 2021, serves as a master plan for land use and development in Incline Village and Crystal Bay. The update is driven primarily by the Phase 2 housing amendments adopted by TRPA in 2023, which necessitate adjustments to Washoe County’s development code to align with changes in housing policies, including incentives for deed-restricted affordable multifamily development. The update process is significant because it involves changes to the development code, which is embedded within the Tahoe Area Plan and requires a more extensive regional update compared to other areas of the county. Kat highlighted some areas for potential improvements, such as clarifications in use table structure and addressing zoning issues, including the requirement for special use permits for single-family homes in certain areas. The update aims to maintain the vision established in the 2021 plan, while making the code clearer and more effective in implementation. The timeline for the update includes a series of public engagement phases, starting with the kickoff phase, where informal events will be held to engage with the community. In early 2025, the drafting phase will produce concrete proposals, followed by a more extensive public outreach phase with workshops and online input opportunities. After revisions, the process will move into neighborhood meetings and public hearings, which will involve multiple boards and take several months. The goal is to complete the update by the end of 2025.

Diane Becker asked Kat Oakley for specific details on the changes and fixes being proposed, emphasizing the need to understand the exact requirements set by TRPA (Tahoe Regional Planning Agency). She requested more information on the fixes themselves, rather than focusing on the timeline. Kat Oakley responded by explaining that TRPA required modifications to local codes to align with their housing amendments. This included creating incentives for deed-restricted multifamily development in town centers and affordable areas, along with changes related to coverage, height, and parking. However, Oakley noted that coverage was to be handled by TRPA, and their role was to adjust local regulations to reflect TRPA's standards. Becker then asked if it was possible to adopt more protective regulations than TRPA's baseline, citing South Lake Tahoe’s approach as an example. Oakley confirmed that while TRPA required jurisdictions to adopt either TRPA's standards or something more effective toward the goal of increasing affordable housing, there was flexibility for local jurisdictions to adopt more stringent measures. However, she emphasized that to do so, jurisdictions would need to demonstrate that their approach was more effective, a process that was resource intensive.

Diane Becker asked if the county would commit to exploring alternatives to TRPA’s proposed regulations, expressing concern about the potential costs and wanting assurances that alternatives would be considered. She noted that some of TRPA's adopted differences, such as those in South Lake Tahoe, could be more beneficial for the area and hoped that the county wouldn't dismiss alternatives as too expensive. Trevor Lloyd responded, acknowledging that the county had limited resources but was open to considering alternatives. However, he cautioned against expanding the scope too much given the need to quickly adopt necessary changes. He mentioned the limited budget and the need for contracting with consultants familiar with the TRPA process. Eric Young added that while there were opportunities to adopt more stringent measures, such as increased height and density, these would require demonstrating that they would achieve better housing outcomes than TRPA’s standards. He explained that South Lake Tahoe's proposed differences were not fully adopted by the TRPA governing board, but the idea of exploring more could still be considered. He emphasized that the process to prove such alternatives would be time-consuming and resource intensive. Young suggested that the county could include these options in future outreach to the community and, depending on feedback, adjust their approach. However, he advocated for first following TRPA’s standards and evaluating their effectiveness before pursuing more ambitious changes.

Roxanna Dunn expressed her support for workforce housing but raised concerns about the potential for projects to be misclassified or repurposed, turning into expensive condominiums instead of affordable housing for workers. She acknowledged that developers face challenges in making a profit from lower-cost housing, which often leads them to prioritize high-end developments. Dunn emphasized that her concern was not about building workforce housing but ensuring that such projects genuinely serve the intended purpose. She suggested scheduling a follow-up meeting to discuss these concerns in more detail, inviting others with expertise on the issue to contribute.

Denise Davis asked about the county's zoning policies regarding Accessory Dwelling Units (ADUs), specifically if the county's current requirement of at least an acre for an ADU would change. She expressed concern that allowing ADUs on smaller lots might lead to further zoning amendments in the future.

Kat Oakley responded that TRPA has already allowed ADUs on smaller parcels, but Washoe County's code still requires an acre for ADUs. She noted that the discussion about ADUs would be part of the ongoing housing amendments, but the county is not yet mandated to make changes, and this is an issue for future conversation in the housing update.

Diane Becker asked about the fixes. Kat Oakley discussed several areas of focus in Washoe County's planning process. She highlighted the need to refine the planning code for clarity, such as improving special use permits for houses in single-family neighborhoods and correcting typographical errors in the use tables to make them more understandable. Oakley also mentioned the existing process for encroachment into front yard setbacks on steeply sloped lots, noting that the rules for attached and detached garages currently differ. She proposed aligning these processes to create more consistency.

Another issue she addressed was the discrepancy between Washoe County and TRPA regarding temporary use regulations. This has caused confusion, and while a solution is still being explored, Oakley emphasized that resolving this issue would be a key part of the drafting process. She also mentioned that, as the draft evolves, it will incorporate feedback from the community, with a focus on technical adjustments that users of the code identify as necessary. Oakley concluded by assuring that the draft would become more concrete as discussions continue and more details are worked out. Diane Becker thanked Kat Oakley for providing detailed information but expressed concern about the lack of mention regarding the preservation of space for commercial businesses on Tahoe Boulevard. Becker pointed out that many local businesses have been driven out due to a broad definition of commercial space being substituted with public space. She noted the loss of several businesses and mentioned that remaining businesses are considering closing. Becker urged that when amending the Tahoe Area Plan, the needs of local businesses should be addressed, ensuring that some percentage of space is designated for commercial use, or the area risks becoming solely a tourist destination.

Chris Wood asked Kat Oakley if there is a time limit for adopting the amendments. Kat Oakley explained that while there is no specific deadline set by TRPA, the need for conformance is urgent. TRPA has made it clear that Washoe County must work to align with their requirements, or TRPA will enforce the changes for them. This is why the county is aiming to complete the amendments quickly, as other local jurisdictions are already working on their processes to achieve conformance.
Pamela Tsigdinos expressed strong concerns about the Phase 2 amendments passed by TRPA one year ago, arguing that they were developed in the interest luxury condo developers rather than in the interest of workforce housing, despite widespread community opposition. She urged Kat Oakley, Trevor, and Eric not to be steam-rolled by TRPA, emphasizing that Washoe County has its own authority to protect local interests. Pamela called for careful consideration of the community's needs, including restricting short-term rentals and ensuring deed-restricted housing to support workforce housing. She warned against fast-tracking projects that do not benefit local residents and urged the representatives to resist external pressures and advocate for the community.

Kathie Julian reinforced Pamela Tsigdinos' concerns about the housing amendments, highlighting that they are overly complex and were introduced without proper community consultation. She expressed worry that the changes to the Tahoe Area Plan, particularly regarding housing, overlook the community's vision that was developed in 2021, before the pandemic. Kathie argued that while workforce housing is important, the current approach favors developers and realtors, rather than striking a balance between incentives and regulations. She emphasized the need for measurable outcomes to ensure the community doesn't lose small businesses amid redevelopments. She urged Kat and Trevor to consider the community's vision more thoroughly in the planning process.
Trevor Lloyd acknowledged the concerns raised by the community regarding short-term rentals (STRs) and their impact on workforce housing. He reminded the group that a recent amendment had restricted the use of new accessory dwelling units (ADUs) for STRs. However, he noted that the commissioners had decided not to impose broader restrictions on STRs despite a strong community push. Roxanna Dunn then shared that after that meeting, she and other CAB members had personally met with each of the five commissioners, emphasizing that Incline Village is the only area on the lake without STR restrictions. She highlighted the growing concern that most STR permits in other areas have been used up, making Incline Village vulnerable to investors. She expressed frustration with the commissioners for not addressing the issue and called for it to be revisited. Roxanna Dunn suggested to Kat that she would like to set up a meeting between them so she can go over concerns about how TRPA can abuse code changes.

1. **NEIGHBORHOOD DEVELOPMENT HUB**Alexandra Wilson provided two updates. The first update was about a meeting held earlier that evening regarding the expansion of mountain bike trails at Sky Tavern Trails, located on Mount Rose Highway in District One. She mentioned that the meeting was recorded, and feedback could be submitted at any time. The second update was about Article 610, which pertains to final subdivision maps, with an update scheduled for December 18th. She encouraged attendees to check the details for more information. These were the only two meetings she had updates on at the time.
2. **APPROVOAL OF MINUTES FOR THE MEETINGS OF** September 23, 2024 and October 14, 2024
Diane Becker moved to approve the minutes for September 23rd, 2024, and October 14th, 2024 and Chris Wood seconded. The minutes were approved unanimously.
Chris Wood asked about how the meeting minutes are being developed, inquiring whether it was a person or an automated system handling the process. Alexandra Wilson explained that the minutes are produced using a combination of AI and staff review. Due to staff turnover in recent years, there have been challenges with consistency and timeliness. However, the use of AI helps speed up the process, while staff ensures accuracy by reviewing the AI-generated transcripts. Chris also commended the team for their effective review of the AI-generated transcripts.
3. **BOARD MEMBER ANNOUNCEMENTS/REQUESTS/DISCUSSION**Roxanna Dunn asked Alexandra Wilson about the January CAB agenda. Alexandra responded that the agenda wasn't fully set yet, but she had a speaker booked for March, Placemate, who would discuss their rental program. She also mentioned reaching out to Senator Krasner for a presentation, and Manager Brown might present on Washoe County's 2024 accomplishments. Alexandra added that she was working to get agendas set in advance for future meetings.

Chris Wood announced that the Incline Village Crystal Bay Community Business Association (IVCBA) Housing Committee will host a series of meetings to engage the community in shaping local workforce housing solutions. The committee will invite knowledgeable speakers to share strategies from similar mountain communities and local experts to address housing challenges. The first meeting will be on January 23 at 6 pm at the Prim Library at UNR, which will last an hour, with an option to attend online. More details are available on the IVCBA website. The speaker for the first meeting will be Chase Janvrin from Placemate, who will discuss a program aimed at unlocking unused housing for rentals when owners are away.

Denise Davis raised the issue of how they should collect and present community feedback on various topics, such as the Tahoe Area Plan. She suggested having an agenda item at upcoming meetings for public feedback, with no need for compilation or presentation by the CAB members. Diane Becker proposed organizing a brainstorming session to gather input and create a succinct letter summarizing the feedback, similar to previous efforts. Roxanna Dunn supported the idea of focusing on specific topics and preparing a concise letter for the County Commissioners. The group agreed to dedicate agenda items for community input, starting with the Tahoe Area Plan in January. They also discussed encouraging the community to submit written comments in advance, as public speaking time is limited to 3 minutes. Alexandra Wilson clarified that written comments could be submitted without a time limit and would be part of the record. The CAB members emphasized the importance of preparing the community in advance to gather meaningful feedback. Denise Davis commented that the Flash Vote is owned by a CAB member and may be a conflict of interest. Diane Becker mentioned that there is a lack of budget.

1. **GENERAL PUBLIC COMMENT**

Helen Neff suggested that the CAB consider using a "flash vote" to gather community input on the transportation plan, following Dave Solero’s request for feedback. She highlighted that much work had already been done on the recommendations and believed that, with clear explanations, a flash vote could allow community members to prioritize options quickly. Helen suggested this approach could be more efficient, reaching a larger group of people compared to those attending meetings. She also noted the potential to use a list of people in Incline Village who had signed up for such a vote, though she was unsure of the associated costs or budget.

Kathie Julian suggested using simple text with links to encourage community feedback and participation. She proposed promoting this through Nextdoor to remind residents about upcoming meetings and the importance of community involvement, emphasizing that the CAB could do more to engage the community through this platform.

Roxanna Dunn expressed concern about the lack of specific proposals, particularly in the transportation plan where items like "intersections" were mentioned without clear details. She offered to collaborate with Helen and others to work on these proposals and provide more clarity.

Alexandra Wilson relayed a message from Captain Galicia regarding a fire-related question about the Tomahawk trail. The deputies responded to a structure fire, which was spreading to neighboring homes. Two deputies were dispatched—one to close Ski Way and the other to evacuate surrounding homes. Due to limited units, not all surface streets were closed initially. Additional deputies from the Reno area were sent to assist. The fire situation required quick responses, and evacuations took priority to ensure safety.

Roxanna Dunn expressed concern about the vulnerability of the community due to its winding streets and short-staffed emergency services. She noted that while the specific issue Pam faced (getting lost in an unfamiliar neighborhood) was a minor inconvenience, it highlighted the larger problem of being ill-prepared for emergencies, especially in the event of a fast-moving fire.

**ADJOURNMENT-** The meeting adjourned at 7:55 p.m.

1. “FTIP” is appears to have been intended as a reference to the “Federal Transportation Improvement Plan”, although the speaker did not elaborate further. [↑](#footnote-ref-1)