



Spanish Springs Citizen Advisory Board

Minutes of the regular meeting of the Spanish Springs Citizen Advisory Board held on June 13, 2024, at 6:00 p.m. at the Spanish Springs Library.

1. CALL TO ORDER/ DETERMINATION OF QUORUM

Brandon Partain, Bradley Young, Bonnie Billings, Shannon Martell – Present

Sharon Thygesen, Adam De Merit and Bruce Parks (Absent).

A quorum was established, and the meeting was brought to order.

2. PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

3. GENERAL PUBLIC COMMENT

Tracy Thomas informs the community about an upcoming Board of County Commission meeting where agenda item 8.1 E involves appointing a new member to the library board. They express concern that their district lacks representation on the board, leading to their voice being unheard regarding library content and programs. They anticipate the current member's reappointment without proper consideration. The speaker encourages community members to visit washoecounty.gov/BCC to access meeting details and agenda items, where they can submit E-comments until Monday at 4:00 PM to influence the commissioners' decision on this agenda item.

Kelly Odom, a resident of Eagle Canyon Homeowners Association for over 27 years, addresses concerns about road maintenance issues. She notes that the roads have received minimal maintenance during her tenure, resulting in widespread cracking and deterioration. She highlights the growth of weeds through the cracks and expresses frustration over previous attempts to address the issue with county authorities yielding no action. Kelly also raises safety concerns due to visibility issues caused by overgrown weeds along Eagle Canyon, especially near intersections like Golden Eye. She mentions conflicting information received regarding responsibility for weed control, suggesting confusion between county and agricultural departments. Additionally, Kelly voices worry about speeding on Golden Eye, proposing solutions like radar enforcement and speed bumps to improve safety.

Mitchell Kidd, residing on Pelican Court, supports Kelly Odom's concerns about road maintenance. He observes that cracks in the roads worsen annually due to water infiltration and freezing, advocating for proactive filling of cracks and weed control to prevent more extensive repairs in the future. Mitchell also echoes worries about speeding on Goldeneye Road, suggesting the installation of speed monitoring trailers to promote safer driving practices.

Emily Stapleton, a member of the Washoe County Sustainability Team, introduces their effort to develop Washoe County's inaugural Community Climate Action Plan, aiming for net zero greenhouse gas emissions by 2050. She emphasizes the crucial role of community feedback in ensuring the plan reflects Washoe County's diversity. Emily invites participation through an online clean air survey open until July 3rd, which addresses transportation modes, energy usage, and preferences. Additionally, she announces in-person and virtual listening sessions scheduled throughout June at various county libraries. These opportunities aim to gather input on climate issues, acknowledging Reno's status as the fastest warming metro in the U.S. and the plan's focus on equitable solutions for all populations, including rural communities. Detailed information and participation links are available on the county's sustainability website [washoecounty.gov\Sustainability](http://washoecounty.gov/Sustainability)

4. PUBLIC SAFETY UPDATES

Lieutenant Tinseth of the Washoe Sheriff's Office spoke about his 16 years of service, including experience in patrol and attendance at community meetings like the Sun Valley cab meetings. He provided updates on the Sheriff's Office activities, noting challenges in balancing proactive traffic enforcement with responding to numerous 911 calls. He mentioned the calls for the month of May were 2312. DUIs and Thefts were up, burglaries were down. Accidents went up at 152 for the month. He also discussed an added swing shift, for additional coverage. He also discussed efforts to enhance signage and education around traffic issues in specific areas like Angel Canyon. He mentioned they do not support target shooting or off-road vehicles in high weeds in the summer like at Golden Eagle Regional Park. He mentioned people making sure they travel 1 mile off-road or away from structures (5000 feet) before discharging weapons when they do go shoot. They will be creating signage and volunteers, deputies, CERT team, and mounted unit and rangers near different forks or areas to make this easier for people.

A question was asked about jail capacity – Lt advised its average 1000 but has been as much as 1400 or so.

A question about Spanish Springs routing patrol being requested, in excessive speed. Lt stated they have an average of 8 to 14 deputies per shift to cover the area from Incline Village to Gerlach. They spend most of their time responding to 911 calls and do proactive traffic enforcement in their spare time. Tinseth highlighted the deployment of radar trailers upon request and the Traffic Unit's role in addressing community concerns, such as speeding and traffic control.

A question was asked if the trailers film, he said it does not, the trailers are supposed to be preventative. They have some that do.

Final questions about Eagle Canyon and determining the distance driving to be aware from structures.

Joe Schum Division Chief, Truckee Meadows Fire - provided an update on emergency services and preparedness. He noted that calls for service are within expected ranges, averaging between 160 to 190 calls per station, facilitated by automatic aid agreements with Sparks Fire Department. In May, they responded to various incidents including one fire, 135 EMS calls, 10 motor vehicle accidents, and other public assists. Schum highlighted the completion of annual recertification and training for all personnel, including new recruits graduating soon. He emphasized their stance against summer target shooting due to fire risks, mentioning recent fire incidents and ongoing patrols. Two fires: Trail Fire is 100% contained. Sullivan Fire behind Hugg HS and also 100% contained. Schum concluded with safety tips for river activities amidst increased water releases from Lake Tahoe, urging caution and the use of personal floatation devices.

5. NEVADA DEPARTMENT OF TRANSPORTATION (NDOT)

Commissioner Andriola introduced Scott Hein with NDOT.

Scott Hein, Assistant Director of Engineering at the Nevada Department of Transportation (NDOT), expressed gratitude for the opportunity to present updates on the Pyramid Highway project and outlined the structure of the meeting, mentioning two presentations: one covering the overall Pyramid Highway project and another focusing on landscape and aesthetics, including sound walls. He emphasized the format of the session, with a question-and-answer session following each presentation to address both general project concerns and specific landscaping inquiries.

Nanette Maxwell, project manager, commenced the meeting with an overview of Phase 1 of the Pyramid Highway project. She highlighted the construction details, emphasizing Phase 1B of the US 395 N Valleys project from the McCarran Interchange to Golden Valley Interchange. This phase involves lane widening to three lanes southbound (currently two lanes), resurfacing, and adding auxiliary lanes and ramps. The project, managed jointly by RHB and Q&B Construction, has an estimated cost of \$230 million and is ongoing until September 2025. Additionally, NDOT is advancing the 60% design for Phase 2, covering segments including the North Virginia Complete Streets project. For updates, stakeholders are encouraged to visit 395nvalleys.com.
Adding:

- 10-foot multi-use path with barrier rail and raised medians.
- Widening the highway on both sides, adding curb batter, and extending improvements northwards.
- Incorporating five-foot sidewalks and bike lanes across the project.
- Installing sound walls, screen walls, smart traffic signals, and enhancing drainage and aesthetics.
- Construction began in May of the previous year and is slated for completion by late spring or early summer of 2025, with a strict deadline linked to funding.

- Current progress includes completed widening in the southern section and ongoing work on medians and shared use paths in the northern section. Traffic impacts include reduced speed limits and lane closures during construction, both day and night.
- Overall, the project aims to keep stakeholders informed and manage disruptions effectively, ensuring community and project team alignment.

Public Commenter - It's my understanding for the Pyramid project that it's an estimated budget of about \$66 million for the bulk, is that right? NDOT answered phase one is the final agreement estimate is \$69 million. The commenter responded asking if is the remainder of the project contingent on finding funding or the difference between the 69 and 66, the three million? NDOT - Yes, there are actually other funds in that project. We've used SPDG HIT funds. There are also local funds and state highway funds, and Nanette confirmed it's already funded.

Public Commenter – Asked re: sound wall, why did you double it up? A long section of the part right across from my church already had a sound wall all the way along and you guys put another 1-6 foot away from it. NDOT - when we did the project, we do a sound study whenever, especially when we widen a road, make it bigger, add more cars and move traffic closer to residences or businesses, we do a sound study. What came out of that sound study required those size walls. So maybe they're higher than your church's walls. And so that's going to block more sound the road the cars are now closer to your church and that. So, I that's my general guess as to why they did that.

Maureen Boyer – Asked about there is a 10-foot shared use path on the east side of the project, separated by a barrier rail. This path is visible when driving northbound. Adjacent to the shared use path are five-foot bike lanes, which are present on both sides of the highway. Why so many lanes? NDOT (Nanette) responded that there is a 10-foot shared use path on the east side of the project, separated by a barrier rail. This path is visible when driving northbound. Adjacent to the shared use path are five-foot bike lanes, which are present on both sides of the highway. The decision to include five-foot bike lanes was influenced by public feedback, with over 100 comments requesting separate lanes for experienced bikers who use Pyramid Highway. The project also includes a five-foot sidewalk protected by barrier rail, specifically between Los Altos Parkway and Bolden View Drive on the west side. These components aim to accommodate various types of users, including cyclists and pedestrians, while ensuring safety and accessibility along the highway.

Debbie Erdory – Asked about the merge lane on Pyramid Highway near Shoppers Way. They note that the merge lane currently seems absent due to ongoing construction. They inquire if the merger lane will be reinstated in the future. NDOT (Nanette) confirms that the merge lane will return between Los Altos Parkway and Golden View Drive as no additional lanes are being added, only roadway reconstruction is taking place. Clarification is sought if the right-hand lane will extend uninterrupted from the merger point to Los Altos Parkway. Nanette suggests reviewing the plans for

more detailed information and offers to assist further with accessing and understanding the plans on a computer after the meeting.

Kelly Odom – Noted that there used to have the flashing lights and the signal that the traffic lights were getting ready to turn red and stop traffic. Is there any plan to bring those back? Why were they eliminated to begin with? NDOT (Scott) stated that NDOT took those down and did a preliminary study so far since they've been down and noticed less emergency braking, there's less skid marks out on the road. I guess maybe in back history we took those down because sometimes when people see those yellow lights start flashing, they speed up to try to make it through that intersection and that can cause a bigger crash. We do have plans to continue to monitor.

Brad Burgess - You know where the bike rolls are on the other side of the wall. And then you have the rock going down. Is there going to be a railing along there? Scott (NDOT) - Pedestrian rails are typically installed along the project area, from typically Queen's Way to the north. There are existing pedestrian rails already installed north of Greenway. In the South portion, pedestrian rails have been installed as well.

Janet Butcher – Concerned about the 45mph speed on Pyramid Hwy. NDOT (Nanette) - we cannot just adjust it during construction, there has to be some speed study that needs to be done. NDOT (Scott) – Also spoke and stated that it's difficult discussion. We have half the room probably wants 45 and half the room 165. And obviously after widening, it could increase speeds, or it could decrease speeds. We'll know after it's built, and it's been driven on for a while. We'll do a speed study, and we'll adjust from there. Janet Butcher - I was hoping to follow up on the issue with the warning lights that we had. I understand that there was a study done, but a study is one thing. You really should have listened to the people who drive that highway every day. It is pathetic and awful. One day, I saw three or four accidents, one after another. Studies are wonderful, but you need to listen to the people. Nobody in this county seems to want to listen to them.

Roger Edwards - We talked just Monday, but this is a whole different deal. I drive this road almost every day and it can be nuts. Now you have a raised median in there. Is that temporary for the construction? I know they have to move it for lane controls, but you talked about improving the medians. What does that mean? NDOT (Scott) - We are putting medians in the middle of Pyramid Highway, which are raised curbs, similar to sidewalks, to keep opposing traffic separate. This provides a visual and physical barrier to reduce the risk of head-on collisions and enhance safety. The medians are designed so that trucks can navigate around them without the risk of toppling over. They should feature a rolled curb that is mountable, allowing vehicles to cross over, if necessary, without causing significant damage or leading them off the road.

Shannon Martell - Will there be any installed lighting in between Queen and disc in particular? I drive that frequently and especially in snowstorms and it is absolutely terrifying. Nanette (NDOT) – There will be LED lighting and that's part of the scope of the project.

Scott Hein introduced John L'Etoile, Chief Landscape Architect for the State of Nevada, to discuss landscaping aesthetics for our projects. This program, in place since 2000 and endorsed by the Federal Highway Association, dedicates 3% of the construction budget to landscaping and aesthetics.

John L'Etoile - Landscaping is crucial as it represents the "front porch" of our communities, providing the first impression of our towns and cities. We aim to make our projects as beautiful as possible, considering both visual appeal and environmental benefits. Landscaping helps prevent soil erosion, improves water quality, and enhances air quality by filtering harmful particulates. Regarding design options, one choice involves using metal patterns instead of concrete, while another is the most cost-effective option of leaving it as is. We value community feedback and want to remain engaged with you. Your opinions are important, and we genuinely care about the impact of our projects on your community, including Spanish Springs.

Public Commenter - I applaud you. Our job is to observe what happens on Pyramid Way and not be overly concerned with what the fish are doing. It has a lot of pretty ripples. What you are doing is beautiful. I love watching your progress and don't think you should have to apologize for anything. It's been a great job so far.

Tracy Thomas - Do you know how many spots that you're going to need to put things in in the pattern? Scott (NDOT) – About 30. You can have a combination. If you want to vote or select and rank your preferred options, that would be helpful. I'm glad you asked that because our idea is not to use just one option repeatedly. We want to mix it up a little and use two or three of the options.

Bill Hart - There are more walls? So, will it be like these walls? Does the mistake continue in walls that aren't now installed? NDOT (Scott) – Yes.

Victor Shumkevi - OK, first of all, if I got terminated every time I screwed up, I'd have been divorced 20 years ago. So, I think we need to move along with that. It's not productive. But you mentioned that the new walls are going to be done correctly—are they all going to be messed up? In my opinion, it would be better to be consistent all the way down the wall rather than having it messed up halfway down and better in the other half. The other thing is we had two people talking about multiple solutions, and I think that's the only way to go. NDOT (Scott) - So to answer that question again, we're going to look at the walls that that have the pattern lining up with metal appliques as well as the walls that are produced on the second phase where they will line up. So there's a continuation of continuity of that design. We will continue those metal appliques.

Janet Butcher -So basically, is there additional insurance that can help come through this? Scott (NDOT) - The error was NDOT's, so there is no insurance to cover this.

Andre [??] – Is your project that far ahead of budget that you'll be able to you'll be able to support the additional expense that we have to make funding from elsewhere? And followed with, so you don't have to do a work program to take funding out of another budget project to fund the change. Scott (NDOT) - It'll likely come out of our state funding budget. So, this would be what we call a change order, and they happen on every project. Yes, is a quick answer, but we have a very large bank account so to speak. And \$3-400,000 is a small portion of another product.

Public Commenter - I'd like to know what isn't going to get done because we must transfer money from somewhere. I guess for me, I would like to know what isn't going to get done before I decide that we do nothing versus something. NDOT (Scott) - We have 100 projects we put out over here. I think our annual budget for projects is around \$450-500 million. This one was \$69 million. I can't get into that kind of level of minute detail to really give you an answer of what we lose. It's hard to say where this \$300,000 is cut from future projects.

Public Commenter - It seems that every time we get a project, something happens, and goes South. What's to stop the money going South on the next phase? Scott (NDOT) - That's a big picture question for NDOT. We have projects partitioned by region, with a lot of Northern Nevada projects currently underway and planned. For instance, there's the \$230 million North Valley project, \$69 million in progress here, and various other projects including widening to I-80, improvements out to Tesla, and bridge replacements on I-80. There's also the Brightline West high-speed rail project, which is federally funded and not reliant on state tax dollars. Additionally, there are significant projects down south, such as the Tropicana interchanges. We have numerous projects statewide, and discussions about funding often involve political considerations. However, it's worth noting that everyone working on this project is from Northern Nevada, including Carson City and Reno, so there is a strong local interest in ensuring its success.

Gary Murray - I don't care what that wall looks like, but the color of it is atrocious. If you screwed up something so obvious, what else do you hide from us out of here? Scott (NDOT) - Like I said, the change orders, things happen out in the field that we weren't anticipating. We don't have X-ray vision. Sometimes we don't know if we're going to hit a gas line. We try not to hit them, but sometimes we do. And if we get close to something that we weren't anticipating, we must make changes. This one is a little bit different because it was a design error.

Public Commenter - We did find that the sound walls at the entrance and exits to Blue Gem and the other Oasis is constricting the sight distance. Scott (NDOT) – So we're evaluating that because when you're coming out of those, you're coming out of those developments, you have the multi-use path right there and you have a wall on either side. When you're coming out of that driveway, maybe not be able to see a, a vice list coming around. We're evaluating how best to handle that, if it's stop signs on the multi-use path, or if it's reducing the walls so that you can see further diagonally. But these are some of the things that happen once you get out in the field and you see it for real.

Ann [??] - When you go to do wall input the form asks you to sign into Google. What if you don't have Google? We have to sign up for all this just to give our input? Meg (NDOT) - We do have the project number; it's also listed on the website. We did that to make sure that we have the most effective options for you. It's free, but you can also call, and we're happy to take it through phone.

Public Commenter - Asked about the length of the sound wall that everyone is talking about, or how long it will be. NDOT responded that it is being built in stages and what is there is not complete yet. They are 6ft tall and go in front of Oasis Mobile home park and Blue Gem.

CAB Member Bradley Young - I didn't want to bring it up, but when I call down to NDOT it's hard to get a hold of someone and when you go up around the North End again, it's a 65 mile an hour zone. Now it's equivalent to if all of us hop the car, you go down to I-80 and try to make a left turn off because the cars a lot of the trucks are coming 75 to 80 mph, or 70 mph and it is a problem. And if I can call you or perhaps or if you can give me the right name and number and then that way, I can get hold of somebody. There's a lot of concerned people from here also with the same background that would like to come in and just talk and, you know, build a conversation and see if something can be done rather than send up a survey because the survey is not going to cut it. Accidents right now according to the Nevada Highway Patrol were up 300% within that three-month stretch. Scott (NDOT) – You can just reach out to me, I'm Scott Hines on NDOT, and we will set something up.

6. REGIONAL TRANSPORTATION COMMISSION (RTC) COMMUNITY PROJECT UPDATES

Commissioner Andriola introduces Paul Nelson at RTC.

Paul Nelson, Government Affairs Officer at RTCI. Along with me are Amanda Caligari, one of our engineering managers, and our traffic engineer, Alex Wolson. If you have questions after my presentation, they might be able to provide additional answers. Today, I'll update you on our projects and regional roads in Spanish Springs. Our RTC board consists of five elected officials from three different jurisdictions, including Mayor Ed Lawson of Sparks, two commissioners from Washington County, and two city councilmen from Reno. Tracy Larkin Thompson also sits on the board as an ex officio member, and Bill Thomas is our executive director. Our mission is to build a better community through quality transportation, focusing on metropolitan planning, engineering and construction, and public transportation. Our fixed route system, known as RTC Ride, is crucial for the economy, providing 5.2 million trips over the last year, with 60% work-related. We've experienced 22 straight months of ridership growth and aim to maintain this momentum. Our alternative fuels program is noteworthy. In 2022, we achieved a 100% alternative fuel fleet, including 23 all-electric buses and hybrids. We recently received two hydrogen fuel cell buses and are training our staff to operate them. We have a temporary fueling facility and plan to establish a permanent one by year-end. Our Bus Rapid Transit (BRT) system is a major success, with the Virginia Line and Lincoln Line providing 1.4 million rides in the past year, accounting for 27% of our regional ridership

across 20 routes. Buses on these routes stop every 10 minutes, ensuring frequent service. In Spanish Springs, we offer micro transit known as Flex Ride, which operates curb-to-curb on demand with four different zones. That concludes my presentation.

Mitchell Kidd - Wondered what the safety enhancements were on Eagle Canyon Rd. Paul (RTC) - The multi-use path is one of the big ones. There's going to be a crosswalk. There'll be crosswalks with some RFD, the rectangular rapid flashing beacons. Oh, like push to cross, the flash so drivers can be aware of when someone's there.

Barbara Burgess - I just have a question about the surfacing of the roads. I drove it six months ago and it wasn't long after it resurfaced, and it was already starting to chip up and the same thing what the roundabout by window and fairly new roads and they just kind of had fallen apart. around on the east side. Paul (RTC) - We did not make any improvements on the West side of Vista, on the low South Coast. Barbara remarked - we'll see, I'm just curious about the surfacing of it because it just seems so unusual that it started to kind of create potholes, but the surface was disintegrating in spots to the point where you had to mention it.

Gary Murray - RE: flex ride buses, you need to train your drivers because they follow GPS and they drive through parking lots and they're going here, and they drive all over here and they finally end up where they're supposed to be. You know, why don't you put them in a regional area where they count another way around or at least hire people that could function behind the wheel of a of a bus. Paul (RTC) - Our drivers are contracted through MTS, which manages their deployment. We can inquire with MTS about their resource allocation, including whether drivers are stationed in specific neighborhoods or rotate between areas. Gary responded that the main issue highlighted is the speed and behavior of vanpool buses and cars, which often exceed safe speeds and drive recklessly. They commonly drive at 70-90 mph, pass on solid lines, and don't adhere to speed limits, especially when crossing state lines where the speed limit drops to 55 mph. Paul (NDOT) remarked that there is a call for these vehicles to be restricted to a maximum of 65 mph to enhance safety.

CAB Member Brad Stanley - The speaker noted that the dedicated bus lane near the Peppermill in South Virginia is effective, as cars and bicycles tend to stay out of it. However, they questioned whether buses are restricted to a speed limit of 30 mph or if they can exceed this speed, particularly when overtaking cars on the right with passengers onboard. The speaker expressed hesitation about discussing bus-related issues further but wanted to address this concern. Paul (RTC) - We can talk with our transit director and make sure that your comments are brought to them. We can get with both of those issues that you're discussing.

CAB Member Brandon Partain - One, is it possible for us to get pushed information updates on projects and things from RTC? My second question was on Tuesday, RTC is asking our Board of Commissioners to approve sanction them for an intelligence systems master plan. But it looks like you guys have some activity already in intelligence systems. Why is that needed? What's the purpose of, of requesting investors? Paul (RTC) - The discussion revolves around finalizing an ITS

(Intelligent Transportation Systems) strategic master plan. The plan includes recommendations for improving traffic management and signal maintenance. Key points include:

- Establishing a regional traffic management center to monitor and adjust traffic signals in real-time, as current systems operate independently.
- Creating a memorandum of understanding (MOU) to consolidate operations and maintenance responsibilities across different entities like Reno, Sparks, and Washington County.
- Implementing a unified maintenance approach for traffic signals to be more cost-effective and efficient in addressing problems, regardless of location.

7. NEIGHBORHOOD DEVELOPMENT HUB

Alexandra Wilson from the Washoe County Manager's Office provided an overview of the Neighborhood Development Hub. Key points include:

- The Neighborhood Development Hub meetings are now hosted by developers with assistance from planning staff.
- These meetings are announced and detailed online, with recordings and feedback options available.
- Recent meetings and their information are updated on the website, including meeting minutes and project statuses.
- Feedback submitted during these meetings is compiled into staff reports for review by the appropriate approving bodies.
- For more specific project details or questions, information is available on the Washington County applications page, which includes meeting outcomes and planner contacts.
- Alexandra also offered to assist with signing up for mailing lists or answering any additional questions. There were none.

8. CAB MEMBER/COMMISSIONER ANNOUNCEMENTS/REQUESTS

Commissioner Andriola - I just wanted to give a quick update. Regarding the Golden Eagle Regional Park and the shooting facility, Washoe County has been actively involved in developing this facility. There are many jurisdictions involved, and it would be great to get an update on the status and progress of this project. I've seen some models of the proposed facility, and there have been some concerning issues raised by constituents. It's important to stay informed about how this is being addressed. Additionally, there was a meeting I attended last night related to neighborhood development, and another meeting is planned. Several people in this room also attended that meeting. Thank you all for coming, and a special thanks to RTC and the Vice Chair for their efforts. Your contributions are greatly appreciated.

John - We're concerned about the development of Pyramid. I mean, this big warehouse area here, logistics and it's one thing and what's going on here in the million square foot facility proposed out here for a big warehouse there. And that's going to put a lot of different vehicles, especially trucks on Pyramid Highway and you know, from Teller to Pilot out. That's two weeks and it's really just really a nice big mess and coming out of the Shadow Ridge or the Pebble Creek, it's dangerous. It really is dangerous. Is there any way we can get this infrastructure caught up before we get all this advanced building and selling the land and everybody's coming in here? And, you know, there's talk about putting a Maverick station right out across from the U-Haul facility there. I don't know if that's true or not. **Comm Andriola** - I don't know if that's true or not either. One of the things that I had recommended to Share Parks was having both Sparks Planning and Washoe Planning Commission overview of what that means because there is a whole big process. And I think it's important to understand the process and how that works. **John** - I understand there's a lot of parks going into this. There's a lot of parks for the quality of life and for the safety of the residents that live out in these areas that are going to be impacted by the development, the growth, and the traffic that's going to be generated. It's really incumbent upon you as one of the supervisors here and this whole community planning to sit down and really say maybe we need to put a halt to some of this fast development, fast growth, and fast money that's being changed hands. I just don't like it. You know, I moved here because I wanted to have a better quality of life, and it's going to be impacted directly by this development. **Comm Andriola** - I totally understand. I think the best thing to do is, first, to understand the process and also hear from you. We need to look at how to manage this and understand how it starts is really critical. That's what I spoke with the chair about, and then everyone can understand from that perspective. We need to manage not only the feedback but also consider putting pauses on things and ensuring that the infrastructure is in place. Infrastructure plans, whether it's for Pyramid Highway or other areas, are developed long before we see any visible changes. There are projections of growth and all sorts of planning involved, and we're feeling it the most. To be honest, I'm totally understanding. I live here too. **John** - I've seen it grow almost three times since I've been here. In the three years I've been here, it's been continually growing. And, you know, nobody seems to have an answer except that it's progress. Put up all my progress and get the infrastructure so that progress can take place without impacting citizens. **Comm Andriola** - Now, to your point, I met with some folks from Shadow Ridge, and we're going to actually have a meeting with Shadow Ridge and Pebble Creek. So, things are happening in terms of looking at the possibility and what we can do, even though Washoe County doesn't put in a light. But we already heard this. I'm hearing it not just from, I don't necessarily wait for calls. It's important, but I get feedback all the time, and I respond to that. Having these meetings and getting feedback is important. We need to get the other jurisdictional partners to look at either moving things up or balancing what we can do.

Bradley Young - Asked for planning to be involved in a future meeting and noted that when we're talking about the warehouse, one specific on the east side, looking at the history of what I've learned in the last few months and talking with other people, that area is all designated for residential. It's not designated for commercial. Somehow, this has been shoehorned in as a commercial project. The traffic study for it estimates 250 trucks in the AM hour and 250 trucks in the PM hour. So, you're going to add a significant amount of traffic on top of what we already have. Additionally, they're going to employ 100 full-time workers. It's kind of interesting that a project of this size is being shoehorned

into a residential area, and then that type of traffic is being added to that community. And again, I hadn't heard of this for the last three or four years, and then all of a sudden it came up. If I'm not mistaken, is that on hold right now? **Comm Andriola** - That's my understanding; it's on indefinite hold. **Brad** - We need to go a little further. I think the traffic is going to be a real problem and it's starting to cause issues. It's not just a way of life. When you want a traffic light, you measure fatalities before, and that's usually what happens, but we don't want to wait for that.

Public Commenter - As we look at all these commercial projects moving into residential areas, is the county considering improvements to noise control, light pollution, hours of operation, and similar issues? For years, we've heard that we're a gaming area and couldn't make laws against such disturbances. However, we are no longer primarily a gaming area. As I drive through the community, it seems we're becoming a warehousing area. New warehouses are appearing everywhere in Reno, Sparks, Washoe County, wherever they can find land. Many of these warehouses are being brought over from California and set up here. A lot of this is happening because we don't have substantial laws to protect the residents already here. There was an incident over in the commercial area on Pyramid Highway where a factory was so noisy that it kept residents on the other side of the highway awake at night. The factory was some kind of pulp plant where all the workers had to wear industrial earplugs due to the noise. They kept all the doors and windows open in January, I assume, to let some of that noise escape. So, when we're looking at situations like this, is the county doing anything to make our laws more citizen-friendly, rather than just accommodating the businesses that are moving in? Alexandra Wilson (Washoe County) - states this is not a QA for the commissioner, but she will be available afterwards.

9. GENERAL PUBLIC COMMENT

Janet Butcher - I listened at the Commission meeting and then here tonight, and the young lady who was on the video earlier mentioned that we are the fastest-growing community in terms of heat, and that our temperatures are rising. I can't believe that environmentalists haven't figured out that when you replace land with asphalt or concrete, the temperature is going to rise. I hate this rezoning. Like Alan said, he moved here three years ago. I moved out to Spanish Springs 22 years ago to get away from Northwest Reno, to be out of that area. Does anyone understand the connection between what is happening and the fact that our temperatures are rising? Now, we're creating this problem and then starting to shout about taking away gas stoves and other measures. It feels like we're creating the situation and then trying to solve it with these other actions.

Tracy Thomas - There's going to be a casino coming in right here at Stonebrook, just north by the last house in South. It's at the corner of Stonebrook and Pyramid. So, did anyone ask for a casino out here?

Don Christensen - You have the secretary of the Board of Adjustments, and the same person also serves as the secretary for the Planning Commission. His name is Trevor Lloyd, a great resource for your agenda. He can either address some of these procedural matters or direct you to someone who can. He's very approachable and willing to cooperate, and you can always go through him for

information. Trevor Lloyd is in the Planning and Development Department for the county and is very available. He's looking for things to do, and you can quote me on that.

Roger Edwards - For the record, with 8 years on the Planning Commission. It's all in the paperwork, folks. Areas are designated for multi-use and so forth. If you don't know what your neighboring lot is zoned for, don't be surprised if a casino or something else ends up next to your property. Planning Commission meetings are typically the first Tuesday of each month. They're available online too, so you can see what's going on. Every parcel has to go through the Planning Commission for approval before final approval. That's how these things happen. The Planning Commission is where all the action is. Anyway, can you hang around for a minute after so we can chat? With my eight years on the Planning Commission, I can answer any questions you might have.

10. ADJOURNMENT - Adjourned at 8:17 p.m.