

City Council Comment received from Kathleen Miles

Mikki Huntsman <HuntsmanM@reno.gov>

Mon 6/3/2024 9:22 AM

To:Public Comment - CC <PublicComment@reno.gov>

Contact Info:

Name:

Kathleen Miles

Commenting on behalf of:

Ward #:

Ward 2

Email Address:

kathleen_miles@mac.com

Phone Number:

(312) 952-7724

Address:

623 Camargue Trail, Reno 89511

A new comment has been submitted for the Reno City Council Meeting held on: 2024-06-05.

Section:

Items - Public Hearing Items

Item:

11.

Position:

In Favor

Are they speaking in person?

No, I am submitting a written comment only.

If no, enter comments below:

I support the development of this parcel. However, I DO NOT SUPPORT the traffic routing. Traffic from this development will flow from the development down Dapplegray Way to the Kietzke Gate. This proposal relies on a traffic study done in 2014, 10 years ago, before this development was built or occupied. How could such an old study be relevant to the current development. Does it take into account how Dapplegray Way was actually constructed rather than how it was planned? Does it take into account today's traffic patterns? I live near Dapplegray Way and already I avoid using it because cars/trucks are frequently parked in red zones and you cannot pass. I believe the developer should provide a different egress to S. Virginia Street.

ACKNOWLEDGEMENTS:

By checking the "Yes" below, you agree that all the information above is true and accurate. For additional information, please refer to the agenda for today's meeting.

Yes

By checking the "Yes" below, you understand, acknowledge, and expressly agree that: (1) all information submitted by you will be entered into the public record, made available for public inspection, and freely disseminated without restriction, and, (2) any contact, personal, financial, or medical information intentionally or inadvertently submitted by you will not be maintained in a confidential manner, or subsequently exempted from public inspection.

Yes

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No

City Council Comment received from Thomas Connelly

Mikki Huntsman <HuntsmanM@reno.gov>

Fri 5/31/2024 9:25 AM

To:Public Comment - CC <PublicComment@reno.gov>

Contact Info:

Name:

Thomas Connelly

Commenting on behalf of:

Not representing any other entity

Ward #:

Ward 2

Email Address:

tconnellywfg@gmail.com

Phone Number:

4087610105

Address:

213 Criollo Ct. Reno 89511

A new comment has been submitted for the Reno City Council Meeting held on: 2024-06-05.

Section:

1 Items - Public Hearing Items

Item:

Item 1.1.

Position:

No position stated - Concerned or Neutral

Are they speaking in person?

No, I am submitting a written comment only.

If no, enter comments below:

I am unable to attend this meeting as I will be away on vacation. I am a resident of the Rancharrah Community, having moved here in 2021. After reviewing video and notes of the Planning Commission meeting on 5-1-24, which ultimately led to their unanimous approval of this project, I have concerns that Council should consider during their deliberations. I am a retired Police Captain from the Silicon Valley area of California. I had occasion to regularly review projects, and provide my professional insight, relative to public safety concerns in that role. With this project, I do have some concerns that Council might consider. First is the general vehicular access into and from this neighborhood. Having a single roadway into that area which is relatively narrow (described by Wood Rogers' staff as alleys), could foreseeably lead to emergency response hindrance. I understand that the plans have been reviewed by both Reno PD and FD staff. If that is the case, then my comments may be moot. I do, however, have concerns about emergency vehicle access to that community, especially larger response vehicles. Consider that a single house fire would necessitate a number of fire vehicles (engines, trucks, rescue and support apparatus, haz-mat trucks, etc.) responding within relatively close proximity to the

incident. Consider that, a single house fire might require a multiple alarm response with up to 6-8 pieces of fire apparatus responding. Those are large pieces of equipment, generally 7-8 feet in width and 25' or longer, in length. These vehicles require a wider turning radius to make 90 degree turns, which I'm assuming is the case at the intersections of the alleyways in the development. Now consider that during their response, they encounter a garbage truck or illegally parked vehicle on one of the streets approaching the scene. This might delay or preclude the response to the optimal location to attack the fire, and potentially save lives. In this scenario, there is no time to find the vehicle owners and ask that vehicles be removed at that point AND, contrary to urban legend, they're probably not going to use their apparatus to force impediments out of their response paths. On a related subject, consider that there's a disaster event not occurring in, but affecting, that neighborhood. Just as an example, hazardous materials incidents can impact a large geographic area creating potentially dangerous or even life-threatening exposures (possibly an incident at one of the adjoining businesses, or Lowe's, or even a tanker incident on Kietzke or Sierra Rose?). While the likelihood is remote, the concerns are real and should be considered. Is it reasonably possible to effectively and efficiently evacuate that community through a single ingress/egress point? In my opinion, Falabella and the entrance driveway to the development could foreseeably become a difficult choke point, hindering efficient evacuations. Finally, several Commissioners mentioned the design as a push to get people out of their cars and on foot, or into public transportation. In my experience and observations, this is simply not realistic. Currently, there is very little access to efficient public transit in this area. The buses are not welcoming to most people because of homeless and cleanliness issues. There is no light rail or other more effective mode of public transportation in Reno. As for encouraging pedestrian use rather than vehicles, where are the local grocery stores and other retail establishments that would most likely be used by homeowners? None are conveniently located along safe walking or bicycling paths. What about the cold, snowy Winter months? This is an unrealistic general argument, especially for Rancharrar owners. Many drive around the corner to retrieve their mail a block from their homes. I am running out of space, and thank the Council for considering these comments prior to deciding on this project as presented by the Commission.

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No