



Kim Wallin

Good afternoon Madame Chair, Members of the Board. For the record I am Kim Wallin a resident of Washoe Valley.

I am asking the Board of Adjustment to not grant a Special Use Permit to Gail Willey Landscaping and Colorock for the following reasons:

1. The property is zoned general rural which only allows for a wholesale nursery. It does not allow for Storage & Distribution, Heavy Construction Sales and Services. If the primary purpose is to have a wholesale nursery then there should be a limitation on the percentage of space that can be used for rock. It should not be a major part of the business.
2. Part of the property is in a "Regulatory Floodway" according to FEMA. If a property is in a regulatory floodway it means that communities must regulate development in these floodways to ensure that there are not increases in flooding upstream or downstream because the water cannot flow properly.
3. Since they are in a flood zone they will have to buy flood insurance which we all know is bankrupt. As a community we need to stop allowing development in areas that are known to flood.
4. As a former member of the State transportation board I am somewhat familiar with NDOT's priorities on various roads. Now that I580 is open old 395 is not a top priority. With the additional traffic and heavy trucks on the road it will need more maintenance than it is currently getting. With the big trucks and additional traffic we will be creating a safety hazard unless acceleration and deceleration lanes are required to be built. NDOT does not plow old 395 as quickly in the winter time either.
5. Another concern is something I have not heard discussed and that is what is going to be done to mitigate the exposure to mercury that is in the area because of the old mines. It's a known fact that Steamboat Creek has mercury in it from the old mines. When they start digging up things to build they will stir up the mercury that is in the soil. I would be concerned about those downwind who would be breathing that dust, especially those with young children.
6. My final reason is that when you start making exceptions especially in this case where we are stretching it to allow for more than just a nursery, pretty soon Pleasant Valley will be nothing more than an industrial area. I have seen it happen first hand in Las Vegas where they had some areas that were zoned rural where people had horses and chickens. The county started allowing exemptions and next thing you know it wasn't rural anymore and the people could not keep their horses and chickens. I really don't want Reno to turn into a Las Vegas. That is why I live here now.

Thank you for your consideration in keeping Pleasant Valley rural.

Oct. 5, 2017
PWA

PETITION

To: Washoe County Board of Adjustments

Re: Special Use Permit Case no. WSUP17-0014 (Gail Willey)
Application of Gail Willey to allow operations for Wholesaling, Storage, and Distribution, a Heavy Industrial use, in General Rural (GR) Regulatory Zone.

We, the undersigned residents and property owners of Washoe County, hereby state our strongest opposition of the Application and, for the following reasons, request that the decision of the Board of Adjustment to deny the Application be upheld and affirmed.

1. The Planning Commission correctly determined that not one of the **four findings of fact** listed in Washoe County Code Section 110.818(e) could be made to support the proposed amendment on April 4th, 2017.
2. It does not ensure the compatibility with the **South Valleys Area Master Plan** and surrounding land use in a General Rural Zone.
3. This business (Color Rock), would be building in a **Flood Plain**.
4. It will adversely affect the **public health, safety, welfare** and impact our rural areas.

Oct. 5, 2017
PDA

Name	Address Info.	Contact
Susan K. Nelson	235 Theobald St. Reno	775 849-0436
Kennann Arees	265 Theobald St. Reno	775 345-4973
Arees, Jason M.R.	265 Theobald Reno	775 720 5180
GREGORY G. Zunino	300 Theobald St. Reno	775-846-9412
Maureen Zunino	300 Theobald St Reno	775-846-2870
Maureen Zunino	300 Theobald Reno	775 849-2178
Michael J. Logae	300 THEOBALDS RENO	997 8927
Smith R. Paul	210 Neilson Rd Reno	775-849-2233
Abot Neilson	235 Theobald St Reno	775-849-0436
David W. Nils	500 THEOBALD RENO	771-2158
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HATTIE REID	205 NELSON RD RENO	775-842-2587
KAJ CASCI	205 NELSON RD RENO	775-303-7301
Christine Olsen	785 Andrew Ln Reno	775-830-4238
Kathryn Howard	145 Andrew Ln Reno	775-849-3329
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Cynthia + Arturo Mena	17860 S. Virginia Reno 89521	849-9440
Barbara Jones	17880 S. Virginia Reno 89521	
Michael L. Conz	17920 So. Virginia St. Reno, 89521	849-1329
Lynn Garcia	17820 S. Virginia St. Reno, 89521	849-1329
Linda Boegle	2265 Rhodes Road, Reno 89521	849-1421
MIKE + BETH SAUCER	2215 RHODES ROAD, RENO 89521	229-4181
Charles Monroe	2300 Rhodes Rd, RENO 89521	852-5752
Bill + Cindy Pentek	1435 Willomate Rd Reno NV 89521	849-3274
Alcerea Zoguen	1530 Willomonte Rd, Reno 89521	849-8251
Sharon Kuehner	2100 Rhodes Rd	849-2844
Linda + Garry Bowler	1603 Goldust Dr. Sparks, 89436	626-2491
Ed + Lavin Smith	505 Rhodes Rd Reno 89521	849-0496
Amber (mom)	1255 Willomate Rd 89521	848-5632
Kevin M. Russo	1255 WILLOMONTE RD 89521	225-2233
Suzanne Albin	4880 W Hidden Valley Dr 89502	815-5004
JAMES WELCH, MO	1080 Paddock Ln 89521	250-0909
Lisa Cieri-Welch	1080 Paddock Ln 89521	351-9484
Est. Dustan Beach	1530 Willomonte 89521	849-8258
Marilyn Libe	305 Andrew Ln 89521	849-2681
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Meg Ryan	1811 Saturns Heights 89503	3381511

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Delia Greenholah	140 Andrew Ln	775-849-0365
Jeff Greenholah	140 Andrew Ln	775-849-0365
Debbie	19755 Paddock Ln	775-722-7881
Karen Harbo	3135 Old US 395 N	775-849-1864
Roger Harbo	3135 Old US 395 N	775-849-1864
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Nancy Mathew	170 Del Mesa Cir	849-0271
Hank Teague	155 Andrew Ln	849-9211
Cene Gaston	275 Kitts way	849-1772
Bob Miller	155 Andrew Ln.	856-5563
Johnnie	17995 S Virginia St	223-5861
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Ray	130 Andrew	336-8377
Heather Johnson	130 Andrew	425-269-1268
Bill	121 Andrew LN.	775-849-1210
Cammie Smith	125 Andrew Ln	775-359-6708
Michael Smith	125 Andrew	775-359-6708
Mel Pe Jong	135 Andrew Ln	225 6737

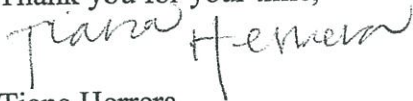
Name	Address Info.	Contact
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Jinda Matherly	425 Washoe Dr. Washoe Valley	849-0420-
Van Harrison	39545 395 N. Washoe Valley	200 558
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Clairie Mather	849-2395 505 Oro Loma Rd Washoe Val	
Myke Mather	849-2395 505 Oro Loma Rd CC NV	
Alfred Stiteler	395 Washoe Dr. NV, NV	
Debbie Stiteler	395 Washoe Dr Washoe Valley, NV	849 1181
James Kowall	185 Andrew Ln Reno NV	89521
Wendy Kowall	185 Andrew Ln Reno NV	89521
John Moore	75 Hidden Lake Dr. Reno NV	89521

Len De 2480 Bender way Washoe Valley
 Home Atkinson 2480 Bender way Washoe Valley

To Whom it May Concern,

I am very concerned about Colored Rock being built in Pleasant Valley. If this heavy industrial proposal is to be approved, it will impact the lives of the residents of Andrew Lane and Pleasant Valley greatly. One of my concerns is the ability for the residents to be able to pull out of Andrew Lane safely, if there is large truck pulling in and out of the construction location, there is an increase in the chance of accidents happening, on an already dangerous road. The majority of the land located out in Pleasant Valley is meant for agriculture, not to be used for an industrial purpose. The majority of the land out in this area is already used for an agricultural purpose, with homes that have large lots where the residents have livestock. This proposal will also cause disruption to the livestock as well due to loud noises, disrupting the peaceful atmosphere already present in the valley. This industrial project will cause great upheaval and change in the community and environment of the predominately agricultural area of Andrew Lane as well as Pleasant Valley, and I do not believe that it should be approved.

Thank you for your time,



Tiana Herrera
19755 Paddlewheel Lane
Reno, Nevada 89521

Oct. 5, 2017
RDA

To Whom It May Concern,

I am extremely concerned about the prospect of the Colored Rock project being approved and built on Andrew Lane and the Pleasant Valley area. My worry stems from a number of reasons. First of all, the Pleasant Valley area is not made to be an industrial area. It is an agricultural area, and made to only be an agricultural area. If an industrial area was brought into this area, it would disrupt and displace the animals that have been stationed there for hundreds of years, and would diminish part of the ecosystem that they depend on to survive. My second worry comes from the fact that Andrew Lane, already, is a very dangerous place to turn on to and to exit from. With the addition of these trucks that will accompany the project, the danger will increase by a tenfold, and that is not something that the homeowners of Pleasant Valley should have to live with. My third concern addresses the fact there are constantly people out and about in Pleasant Valley – whether it be kids or families on bike rides, walks, or horse rides, the idea of not only their safety being at risk because of the trucks and construction that is going to take place, but also their peace of mind. From the time that I have spent in Pleasant Valley with my aunt, who lives there, it is a place where everyone is friends, where everybody is peaceful, where everyone is close to nature. And the destruction of this area by the means of the Colored Rock project is not something that sits well in my mind, along with many other members of the Pleasant Valley community. This destruction will disrupt the routine of not only the flora and fauna in this area, but also the lives of the people who have made this area their home, you cannot pass this bill, and take a part in destructing a part of so many families' lives and homes. Please vote no, and do not let the Colored Project take place, it will bring no good to the people of Pleasant Valley.

Thank you for your time,



Amaya Herrera

19755 Paddlewheel Lane

Reno, NV 89521

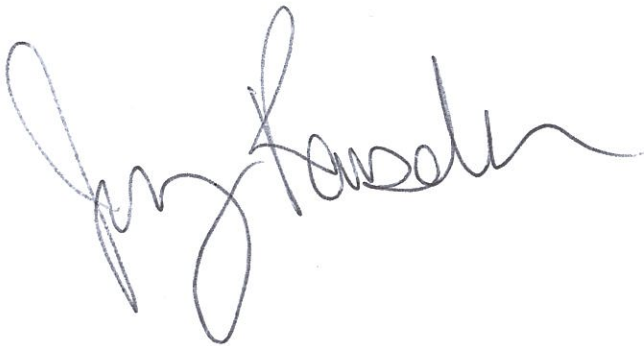
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To Whom it May Concern,

Gail Wiley is up to his same old tricks. He has said in the past that he wants to be a good neighbor, but he has proven that he is anything but that. He has lied in the past about what his true intentions were when he told everyone that he only wanted to have nursery, but tried to move in large industrial rock without proper permits. We as neighbors were able to stop this from happening. Earlier this year Mr. Wiley tried to sneak a county wide ordinance change past everyone so that he could have his large industrial rock yard in a rural area. This was stopped because he was not completely truthful with the county planning commission and we as neighbors were able to prevent this from happening and having a ripple effect across the entire county affecting not only our valley but all of Washoe County. I cannot imagine a industrial wholesale rock yard in this valley. A business that is proposing to have up to 60 rock bins that are roughly 20'x40' with trucks picking up and dropping off rocks and other landscape material. Growth is important to all of Washoe County, allowing this type of business is not what this area needs. Growth in the south valley area should be more open space with beautiful homes on large lots were people have the ability to have livestock and not have large trucks, dust and noise associated with any industrial whole sale rock yard. I know that Mr. Wiley promises they will keep the dust down, having 60-100 trucks a day weather large or small would require a large amount of water. The amount of water required to achieve this is a large amount and I would like to know where he plans on getting this water when his water rights for the property are for agricultural use only. Please take into consideration not only the impact that approving this industrial rock yard in south valley will have but also the ripple effect it can have on the entire county. A wholesale nursery would be a good fit in the valley not a rock yard. Gail Wiley is not a good neighbor.

Thank you
Jenny Ramsdell
1975 Paddlewheel Lane
Reno, NV 89521



Oct. 5, 2017
BSA











Color Rock Proposal: Draft Environmental Impact Assessment

October 5, 2017

Marijke Bekken, MPH, D.Env

Qualifications

- M.P.H. Environmental Health
 - Ground water contamination
- Doctorate, Environmental Science and Engineering
 - Air quality
- Nearly 3 decades of emission research and regulatory development at California Air Resources Board

Major Issues

- Wind
- Dust
 - Fine and ultrafine particles
- Toxic Air Contaminants
 - Diesel exhaust
 - Dust toxicity
- Surface runoff/Leaching
- Safety
- Needed assessments/mitigations

Dust Sources

- High wind corridor
- Industrial operations
- Vehicle movement
- Fine and Ultrafine particulates

Dust Mitigation

- Mitigate with water?
 - Source of water
 - Domestic well usage limited to 2 ac-ft per year
 - Surface water rights limited and restricted to ag
 - Creek often dries up in summer
 - Need to treat water?
 - Toxic materials
 - Turbidity
 - Control erosion

Toxic Air Contaminants

- Diesel exhaust
 - Diesel truck trips
 - Diesel idling
- Potential air-borne toxins
 - Nevada-sourced rock
 - Beryllium, barium, copper, asbestos, silica

Surface Runoff/Leachate

- Leachate – liquid that has percolated through materials, potentially picking up toxins
- Rock quarry and mine pilings data
- Assess leachate from operations
 - NV rock elements of concern include:
 - Aluminum, antimony, arsenic, asbestos, barium, beryllium, lead, mercury

Surface Runoff (cont)

- Floodplain
 - Well water
 - Irrigation/livestock surface waters
- Need to collect and treat runoff?
- Wetlands?

Effects on Flooding

- Development, such as from ag to industrial increases flood frequency
- Soil compaction increases runoff, and therefore flood potential
- Need to contain materials to avoid creek blockage
- Current FEMA flood data
- Liability?

Biota

- Habitat
 - Falcons, eagles, honeybees, endangered species?
- Disturbance increases invasive species, already on site

Noise

- Movement of rock
- Rock separation
- Amplification by hills
- No likely hearing damage but interference with rural lifestyle
- Probably difficult to mitigate. Dampening potential with adequate trees may not work with hill amplification

General Safety

- Highway access
 - No entrance/exit lanes
 - Center turn lane
 - Need to rapidly attain highway speeds
- High speeds, no traffic controls to reduce speeds and ease access
- 9 percent grade on Andrew Lane
- Accident incidence at Andrew Lane
- Bicycle lane

Health & Safety: Children

- Children are a vulnerable population
- Higher time outdoors so more exposure
- Children playing, biking on Andrew Lane and access easement
- School bus stop issue with Andrew Lane access

Recommendations

- Generally inappropriate to place heavy industrial in rural residential area
- Necessary assessment studies to characterize issues
- Based on results of assessments, determine needed mitigations and conditions of operation
- Enforcement of mitigations/conditions

Partial List of Assessments

- Wind characterization study
- Dust characterization study, including fine and ultrafine particles and toxicity
- Dust mitigation/Source of water?
- Rock (and other abiotic material) characterization, especially w.r.t. toxic leachate potential
- Leachate assessment/Leachate treatment? (potential need for ongoing monitoring)
- Impact of water use on area water supply
- Impact of water use on soil erosion
- Assessment of FEMA flood data and potential changes due to development
- Determination of financial liability for any increased flooding

Partial List (cont.)

- Assessment on localized air emissions, particularly diesel engines
- Idle time assessment/idle reduction plan
- Noise assessment and abatement
- Effect of operations on flora and fauna
- Assessment of safety issues and mitigation thereof
- Realistic traffic assessment, including impact from the entrance of slow-moving vehicles onto the highway
- Other assessments as needed
- Establishment and enforcement of needed mitigations and conditions, once full potential impacts have been determined

Draft Environmental Impact Assessment: Willey Property

October 5, 2017

An application is under consideration to allow an industrial use of a general rural parcel in Washoe County. There are a number of potentially significant environmental issues associated with allowing this use on this particular rural parcel. This draft report is should in no sense be considered exhaustive, and many important environmental issues may not have been addressed.

Parcel Description

The subject parcel is located in Pleasant Valley. It is just north of Murray Ranch and just south of Andrew Lane, and fronts the highway, although there is currently no access to the parcel from the highway. Steamboat Creek runs through the frontage portion of the property, with various irrigation waterways such as Big Ditch, Hanson's Ditch, and Ferreto Ditch all crossing the property. These ditches provide agricultural water to other properties; crops and livestock are dependent on this water. The property is largely within the floodplain of Steamboat Creek, and the groundwater table is relatively high. The parcel is within a high wind corridor. It is backed by hills; other hills are directly across the highway.

Potential Environmental Impacts

Potential environmental impacts from this proposal include adverse impacts to air quality, water quality, and noise. I have not quantified these potential impacts; what follows is a qualitative assessment. From the air quality perspective, the major issues seem to be (potentially toxic) dust and diesel exhaust emissions. For water, leaching and run-off are big concerns, as well as potential water use for dust mitigation. Increased area flooding is also of concern. From the noise perspective, there are a variety of impacts, from truck operation to the noise resulting from the movement of the rock. Although not an environmental impact per se, safety is also an issue.

Dust. Washoe County recognizes that dust is an issue within the county. This is why construction projects are required to have and implement dust mitigation plans. For this proposed property usage, however, dust generation will be on-going. Dust will be generated as moderate and high velocity winds blow across the hardscape piles. Since the parcel is located in a high wind corridor, the dust will likely include small to moderate rock at times. Dust will be generated as the piles of rock and sand are depleted and regenerated. Dust will be generated due to vehicular movement within the parcel. (The parcel is not paved, and even if it were to be paved, the dust from the rock operation would coat the pavement and become airborne as vehicles pass by.) Dust will also be generated while accessing the property. Trucks will be regularly accessing the property

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ROA

throughout the day. It is important to note that these are large diesel trucks, suitable for hauling rock, not pick-up trucks. In addition, customers will access the property. Based on the number of requested parking places, and the customer visits at the current facility, these trips will be not inconsequential.

Typical mitigation measures for dust control involve the use of large amounts of water to dampen the dirt. The source of this water needs to be determined. Available data indicates that there is no commercial well on this parcel. Domestic wells are limited to 2 acre-feet of water per year, which is clearly inadequate for dust mitigation as well as other water needs, given that a typical household uses between a half and 1 acre-foot of water per year. There is currently not city water available to this parcel, and residents do not want city water brought in as it would ultimately result in their having to abandon their wells and access the city water. Available records indicate that this parcel currently has about 5.5 acre-feet of surface water rights. It is important to note, however, that this water is directed to agricultural use, and it appears that it is prohibited to use it for industrial operations such as this. In addition, surface water is not always available, particularly in late summer and fall, when Steamboat Creek often dries up. (Note additional water-related issues in the Surface Runoff section.)

The property is currently accessed via a narrow dirt driveway over which the applicant has an access easement. It is not clear whether that easement would necessarily extend to the commercial use of the property at all, much less for this level of activity. Washoe County rules for home businesses in this area limit customer traffic to 3 per day, not tens of large truck trips and unlimited customer traffic. Bringing large trucks and vehicles constantly over a dirt driveway will stir up considerable amounts of dust. The applicant has stated his intent to build a new bridge across the creek. This would mitigate issues with the dirt road access, although not address other dust concerns. However, there may be rules limiting the building of additional bridges across Steamboat Creek within a certain distance of an existing bridge, which may be an issue. If the parcel indeed includes some wetlands areas, as one Army Corps of Engineers staff has suggested, this may raise additional bridge limitations.

A dust mitigation plan that addresses these (and potentially other) dust issues, including the control of fine and ultrafine particulates must be developed. If water application is the mitigation strategy employed, the source of adequate water must be addressed, as well as the effect of runoff on the stream, including the potential for increased turbidity.

Toxic Air Contaminants. Diesel exhaust is a toxic air contaminant. It has been found to be carcinogenic in various studies as well. This operation will bring a substantial number of trucks into a rural residential area daily, with their associated emissions. In addition, these trucks are likely to spend a significant amount of time idling. Not only will the rock trucks likely idle while loading and unloading rock, the

landscape trucks will idle as well. Anecdotally, the adjacent homeowner reported last spring that during 3 hours of yardwork, two landscape trucks came.¹ The first was there for an estimated one hour. It idled the entire time, creating noise, but more importantly, air that reeked of diesel exhaust. Shortly after the first truck left, a second truck came. This one shut down for about 15 minutes, then it was restarted and it too idled for the better part of an hour. It is recommended that an idling study be completed as part of the strategy to mitigate diesel exhaust emissions. *If this application is approved, an idling reduction plan will be needed to be established and enforced to mitigate this health concern.* Even so, mitigation is not elimination from an air quality perspective, merely a lessening of severity.

In addition to diesel exhaust, the wind across the parcel and activity on the parcel will result in dust, as previously mentioned. This dust will be composed of soil currently present on the site as well as some amount of the elements contained in the rock from which it originated. Rock decomposes over time; as rock breaks apart and/or decomposes, particles will be generated. The source(s) of the applicant's rock is unknown. Assuming that the decorative rock is derived from local places, a reference for Nevada's common minerals was consulted.² As discussed in the Leaching section below, rocks in Nevada may be high in a variety of toxic elements. Beryllium, barium, copper, silica, and asbestos are specifically noted to be of concern when airborne. Every effort will need to be made to keep dust and small rocks and debris from becoming airborne. *A mitigation plan must be emplaced and enforced to address airborne particulate matter, including the fine and ultrafine particles that travel deeply into the lungs.*

Surface Runoff and Leaching. Decorative rock comes in a variety of colors. This color may be natural, or it may be a dye or additive. The natural color in rock is due to the minerals that the rock contains. Many of these are relatively benign. Sparkly white rock, for example, is typically quartz. Red rock often contains high levels of iron. But other minerals may not be benign. One might assume that the dyes and additives have been tested and shown not to leach³ or, if they do leach, to not have adverse environmental impacts. According to the California Department of Toxic Substances Control, however, such testing has not been performed (personal communication). Therefore, if the color rock being sold by the applicant is now or will in the future be colored by dyes or additives, *it is necessary that they be tested for potentially toxic*

¹ The parcel is currently being used for the applicant's landscape business; he is storing trees on the parcel. Trees are removed from a location where work is being done, temporarily planted on the subject parcel, then later removed and returned them to their original location.

² Gianella, Vincent P. (1941). Nevada's Common Minerals. University of Nevada Bulletin 35(6). September 12, 1941. University of Nevada, Department of Geology, Mackay School of Mines. Retrieved from <ftp://dataworks.library.unr.edu/keck/mining/Bulletin36/b36.pdf>.

³ Leach: drain away from soil, ash, rock, or similar material by the action of percolating liquid, especially rainwater.

leachate, since the rock is anticipated to be exposed to potentially significant amounts of water, and the leachate will flow to waterways and groundwater accessed by area residents. A plan to do this must be in place and enforced prior to storage of such dyed materials.

No leaching studies were located that looked specifically at naturally-colored decorative rock. However, a large number of studies have analyzed the leachate from mine pilings and from rock quarries. This leachate is the liquid that comes off the areas where the rocks are naturally located or the piles of rock generated after quarrying or mining. The leachate is generally acidic. Not surprisingly, it also contains the minerals that the rock contains; many of these minerals are toxic. In fact, Merck states that all trace minerals are toxic at high levels, and some are carcinogenic. For example, a lovely dark green rock, rich in chromium, will result in a leachate relatively high in chromium. In some forms, chromium is highly toxic and carcinogenic.

Common elements of potential toxicity in Nevada rock⁴ include aluminum, antimony, arsenic, asbestos, barium, beryllium, boron, copper, iron, lead, manganese, mercury, molybdenum, potassium, silica, silver, strontium, tin, titanium, tungsten, vanadium, and zinc. Of these, the most toxic are aluminum, antimony, arsenic, asbestos, barium, beryllium, lead, and mercury. Silica is not particularly toxic but can be a significant respiratory irritant and cause silicosis, a significant respiratory disease. As previously mentioned, some elements are of greater concern as dust-borne toxins, but all toxic elements are subject to leaching into the surface and ground water.

This leachate would be an issue in any location, but is particularly problematic in this one, since most of the property is in the floodplain, potentially with ecologically sensitive wetlands in some areas (Army Corps of Engineers, personal communication), and ultimately, the leachate ends up either in the groundwater, migrating into people's drinking water through their wells, or in the surface water of the creek and ditches, where it is used to irrigate and water livestock, before traveling north to the Truckee River. This is a significant concern, because people in Pleasant Valley are all on wells and there is currently no access to city water; establishing such access would be very expensive, due to the size of the typical parcel in the area, and is generally not desired by area residents. *It may be necessary to collect and treat the runoff before it is released to the Creek; a study must be performed to assess the potential toxicity of the leachate. If this application is approved, significant mitigation efforts may need to be undertaken, along with a permanent regular monitoring system, to ensure that the water remains healthful for all its uses.*

⁴ Gianella, 1941

Effect of the Operation on Flooding. A “hundred-year flood” is one that statistically has a 1% probability of occurring in any year. Much of this parcel is in the hundred-year floodplain; the parcel can become flooded with lesser events as well. The frequency of major flood events can change if there are changes in the flow patterns at a location, possibly caused by an impoundment or diversion of flow. Development, including the proposed conversion from rural agricultural to industrial use, generally results in a much greater flood frequency, particularly for low-recurrence interval floods. This means that flooding is likely to occur more frequently with this industrial development than is seen with its current usage. In addition, this operation will compact the soils, leading to increased runoff, which will increase the likelihood of and intensity of anticipated floods. Further, the last flood moved 3 foot diameter tree trunks into the Creek, as well as railroad ties, fencing, and other debris. Hardscape and landscape materials that are not adequately restrained may end up in the Creek, creating blockages, and significantly increasing flooding and subsequent flood damage. *A mitigation plan must be established to address this issue, as well as financial liability due to flood damages that are increased due to this industrial use.* When studying this issue and preparing the mitigation plan, it is important to note that it has been said that the FEMA site information may be out of date and not include the large floods since 2005. If the applicant is relying on FEMA flood data in a mitigation plan, it is necessary that the data be current, rather than be old data in a current report. This will need to be verified.

Biota. An industrial rock operation seems likely to affect habitat for local plants and animals. This parcel is near the known home of falcons and eagles, as well as a honeybee operation. There are also a wide variety of native plants which tend to be displaced by invasive species when the land is disturbed. The site already has some uncontrolled invasive species, such as musk thistle, tall whitetop, hoary cress, and cheat grass. If paving is suggested as a mitigation measure for dust control, this will further impact species habitat, as well as potentially resulting in a small heat island effect. *The effect of the proposed rock operation on flora and fauna must be studied, and any necessary mitigation emplaced and enforced.*

Noise. Noise will come from the movement of rock as well as rock separation, where rock is typically poured through a sequence of sieves to sort it by size. There is no obvious way to mitigate the noise that results when a ton of gravel is dumped into the back of a pick-up truck. It is unlikely that noise from this operation will reach a level resulting in significant hearing impairment among local residents. However, the location, surrounded by mountains, will tend to amplify the noise; sound reverberates and echoes between the hills now, and this project would add to that baseline. The noise will also interfere with the rural lifestyle that residents in this area have moved here to enjoy.

Thus, in the words of the Declaration of Independence, it will interfere with the "pursuit of happiness" which is an unalienable right of all people.

Noise will come from the vehicular traffic as well as from the movement of rock. Based on the proposed hours of operation, this noise could regularly begin at 7 am, and might begin earlier with scheduled deliveries. At the least, no deliveries in or out should be made until after 9 am to minimize the effect of the noise of deliveries on residents as well as to not pose a safety issue for school buses and school-bound children, discussed below. *A noise assessment should be made at the current facility to determine baselines, which should then be adjusted for the reverberation effect in this proposed location.* Although the noise levels generated are unlikely to result in hearing loss, they will result in loss of enjoyment of homes and property. Therefore, *methods to mitigate noise to the extent feasible must be identified.*

Health and Safety of Children. This is not an environmental impact per se, but merits significant consideration. Safety of children is important to everyone. The current access for this parcel is via a dirt driveway off Andrew Lane. Andrew Lane is a rural road, wider than some, but relatively narrow. As shown in the maps on page 9, there is a school bus stop right by the telephone pole marking the entrance to the driveway. This stop is used by the elementary, middle, and high school buses. Children who get on and off the bus here come from the homes fronting the highway, as well as those homes immediately surrounding the bus stop. Thus, they may be walking to and from the highway, down the driveway, or continuing up the street.⁵ It can be difficult for a truck to respond quickly when seeing a small child. In fact, from the cab of a truck, it can sometimes be difficult to see a small child at all. During the time when the applicant owned this parcel previously, the property owner states that the applicant's trucks hit the mailbox twice, so clearly children are a potential target as well. The local children go out and collect lizards, bugs, and pretty rocks from that same driveway. They ride their bikes down that same driveway. As the children of 120 Andrew, 130 Andrew, 132 Andrew, 136 Andrew, and 140 Andrew play outside their homes, they will be playing on properties contiguous with this industrial operation, breathing in the dust, and the diesel fumes, exposed to the safety risks of large trucks as well as customer traffic. Other neighborhood children will have lesser exposure to these risks, but the risks will still be present. A residential rural area is simply not an appropriate location for an industrial application.

The traffic risks will be naturally reduced if and when the proposed bridge is built. *To minimize traffic hazards on Andrew Lane, it is recommended that the proposed bridge*

⁵ While this bus stop could certainly be relocated, that would not change the fact that the children coming from homes on the highway or those coming from homes between the driveway and 136 Andrew Lane would still be walking by the driveway on their way to and from the bus.

be completed and operational before the rock business begins operation on this parcel, and that the bridge be maintained to allow its use throughout this proposed use of this parcel. Access via Andrew Lane should be limited to emergency use only.

Safety of Everyone. The Mount Rose Junction (431/341 split) was the recent terminus of the 395/580 as a freeway. Access to Steamboat, Pleasant Valley, and much of Washoe Valley continues to be made via the old 395. The new highway did generally reduce traffic in the old 395 corridor, although numbers are increasing of late. While the old 395 is an adequate route for truck traffic, it also has cross traffic. Turns on to and off of the highway can be problematic. There are generally no entrance and exit ramps. Instead, vehicles turn left from the center turn lane, and turn right directly into the traffic lanes. The highway is posted 50 mph, but it is not unusual to find vehicles traveling at speeds in excess of 60 mph. The left turn onto Andrew Lane from the north can be dangerous, with several fatal accident in recent years. One must negotiate the turn quickly enough to avoid opposing traffic but not so quickly as to be traveling too fast on Andrew as there is an immediate nine percent downgrade as one enters the mouth of Andrew. Coming from the south, care must be taken to slow more than usual for the turn, or the driver ends up in the guard rail due to the angle of the road and the downslope. When exiting Andrew onto the highway, there is no merging lane. Instead, the vehicle, on that same nine percent (now) upslope, must rapidly accelerate onto the highway to avoid a highway incident. It may take quite a while for a truck to negotiate the entrance, resulting in traffic buildup on Andrew, as well as blocking access to two driveways. It is not appropriate for truck traffic to regularly use the Andrew Lane access; *the proposal should not be approved for operation until the bridge access is built.* Even then, turns on to and off of the highway will remain problematic.

In addition, the highway includes a bicycle lane. Now that traffic volumes are down, bicycle traffic appears to have increased, with many bicycle groups regularly riding down the highway. This can increase access difficulties whether through the proposed new bridge or via Andrew Lane.

Recommendations

It is generally inappropriate to place a heavy industrial business in a rural residential area. This limited environmental impact assessment does not support allowing this business on this parcel. At the least, *prior to approving this use of this property, it is necessary to conduct a number of environmental studies that would better characterize the parcel to determine what mitigations and conditions are necessary to best protect the environment and the health of area residents.*

Recommended studies that follow are in no particular order. The recommendations include but are not limited to:

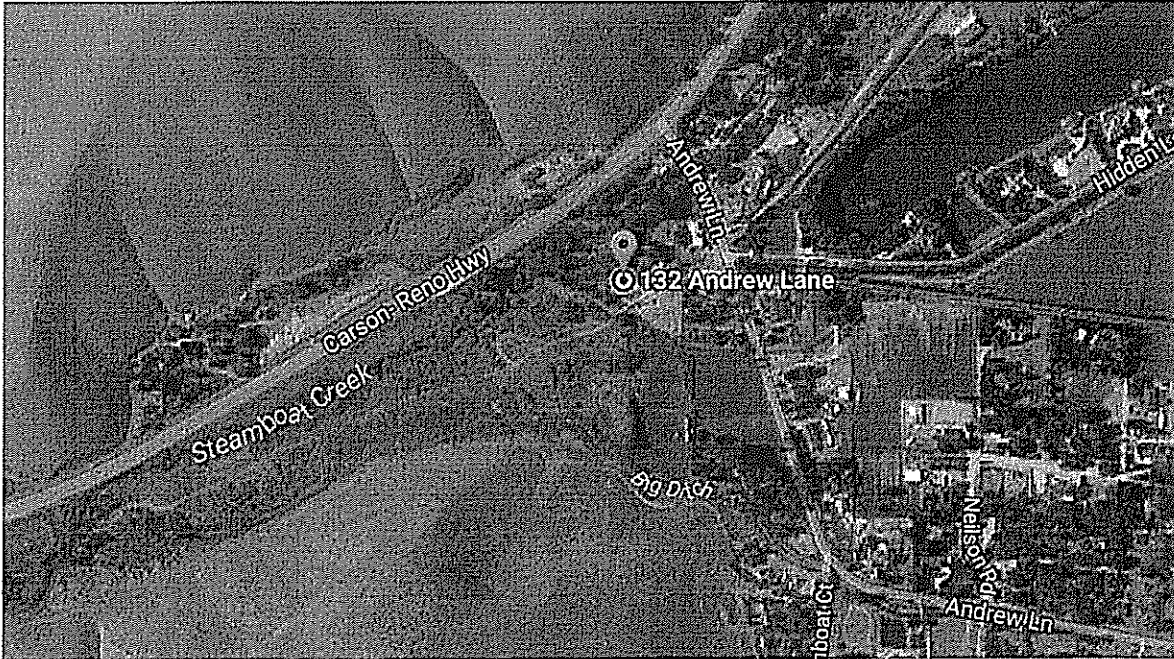
- wind characterization study
- noise assessment and abatement study
- effects of the proposed operation on air pollution levels, including fine and ultrafine particulate matter and diesel exhaust
- characterization of the chemical content of the color rock and other abiotic materials stored on premises
- assessment of the current and anticipated chemical composition of associated dust
- assessment of methods to mitigate dust within the restrictions of water availability and winds
- impact of leachate from the proposed operation, including dust suppression, on water quality in Steamboat Creek and associated irrigation waterways
- impact on the stream from runoff, including the effect of increased turbidity
- soil erosion study
- identification of the source of any water used for dust mitigation if watering is the approach used, considering that a domestic well is limited to 2 acre-feet of water per year, and that, in drought years, Steamboat Creek regularly dries up, so any surface water rights may not be available
- update to FEMA data to incorporate the information gathered in recent 100 year flood events as necessary and the likely impact to the parcel and the proposed operation
- determination of financial liability in the event that the proposed operation materially affects flooding in high water events
- assessment of movability of rock and landscape materials during flood events, and mitigation methods to ensure the materials remain on site
- assessment of the impact of the proposed operation on plants and animals living on and around the parcel, including the effect on falcons, owls, eagles, and honeybees, and the determination of the presence of any endangered species on the property
- assessment of public health and safety issues
- realistic assessment of traffic conditions considering the fact that typical speeds on the highway are 60-65 mph compared to a 55 mph zone with a traffic light a block in each direction from the current facility

Please feel free to contact me if you have any questions about this document.


Sincerely

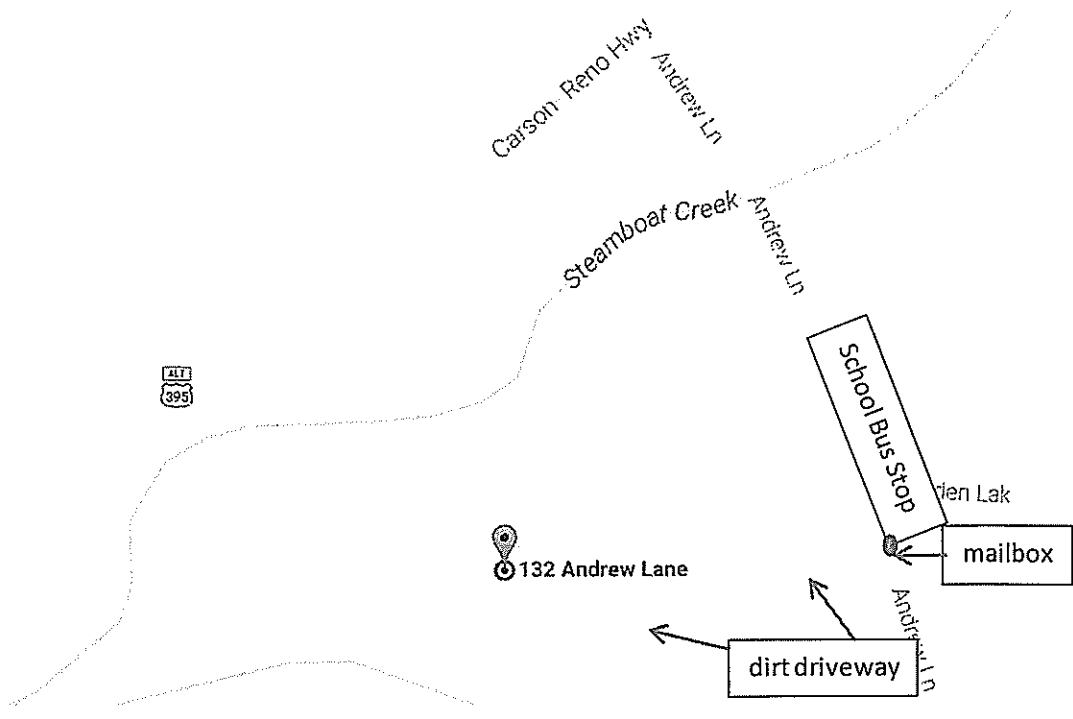


Marijke Bekken, M.P.H., D. Env.



Subject
Property





Washoe County Board of Adjustment

Re. WSUP17 – 0014

Members of the Washoe County Board of Adjustment,

I apologize for the lateness of my written response to WSUP17-0014. Though I am a resident in the area of influence surrounding the proposed project, I am apparently not within the area of notification. With that said I am commenting on this project based on what I feel will be a negative impact this project will have on the community in which I reside. It appears that staff has come up with a recommendation that is somewhat less intrusive than the heavy industrial that was originally applied for. There are however some points that continue to concern me if this Special use variance were approved.

- I find it hard to believe that a current business as it exists on 9825 South Virginia would find it cost effective to reduce their business model to the extent that it would need to in order to comply with the restrictions within the reduced special use variance. This would lead me to suspect that there might be some current business activities that currently exist to 'creep' into the project area as the years go by thus creating an enforcement issue that may not have enough teeth to stop the unauthorized activity.
- With 2 existing landscaping businesses within a five mile radius of the proposed project it is difficult to believe that a landscaping business with its focus on hardscape work as per their own advertising would find it possible to operate their business without the onsite storage and transport of materials as they currently do. Again activity 'creep'.

With the anticipation of the possible replication of what currently exists at 9825 South Virginia (the aerial view tells the story), one can see that the current activity would have a dramatic negative effect on project area and adjacent community for the following reasons:

- The project area is located in narrow spot in the valley and during wind events, which are common, there is a funneling effect that would drive dust into the communities downwind because the project area will become exposed earth rather than meadow grass as it is now.
- Last year there was flooding that both came under and over 395 and flooded the project property as the water drained toward Steamboat Creek, as a meadow as it is now there was no detrimental effect to the area or the Creek, if the area is devegetated of its grass more earth would be moved into the creek and transported downstream.
- As this property is in a stream environmental zone any contaminants that are generated in the project area such as chemical weed/insect killers, chemical fertilizers, oil and grease from transport trucks and particulate matter from sands, rocks, etc will have a negative effect on the downstream users of the irrigation system that Steamboat Creek feeds.
- The Andrew Lane intersection has experienced many serious accidents in the past and with the advent of more traffic including delivery trucks will recreate the danger that has been minimized with the building and use of 580. I suspect that if this project were to go through that there would be a need for a traffic signal at the intersection which is currently unnecessary.

Oct. 5, 2017
PDA

- Finally, it seems inappropriate that a project of this size and type of use that is proposed in any way maintains consistency with what is currently in the area.

I oppose the project as proposed and I also oppose staff's recommendation though I feel it was well intended but enforcement of the restrictions has not been fully addressed and I fear that we would end up with the original project in several years with no way to get rid of it.

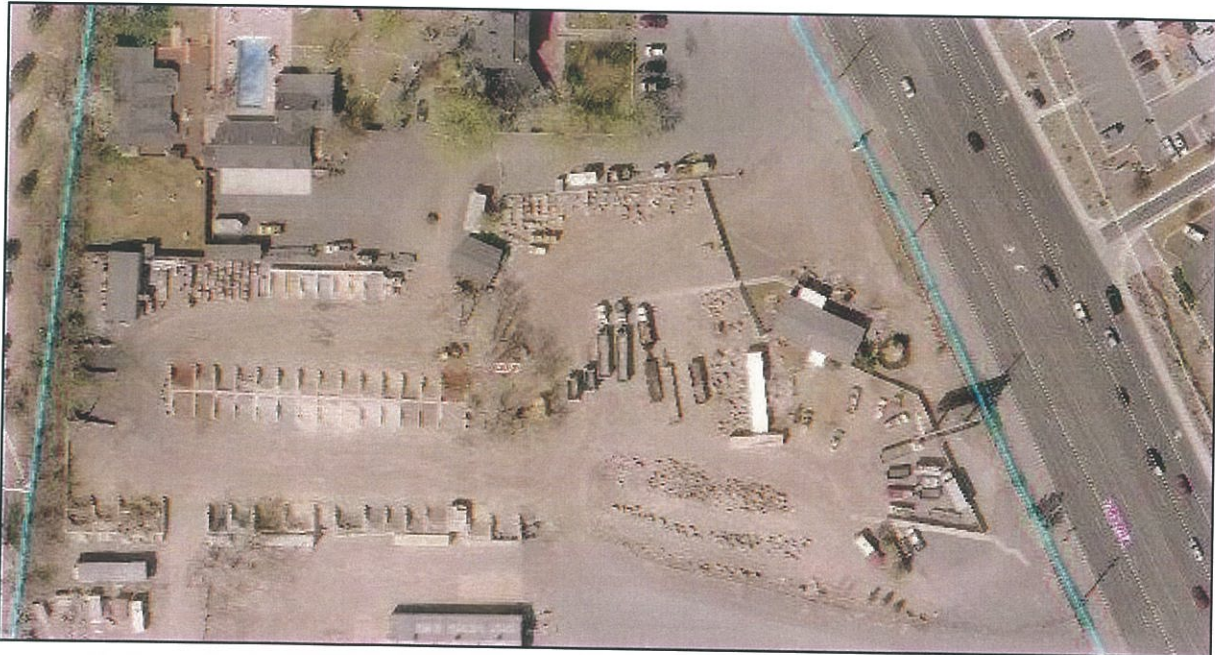
Jim Phelan

Paddlewheel lane

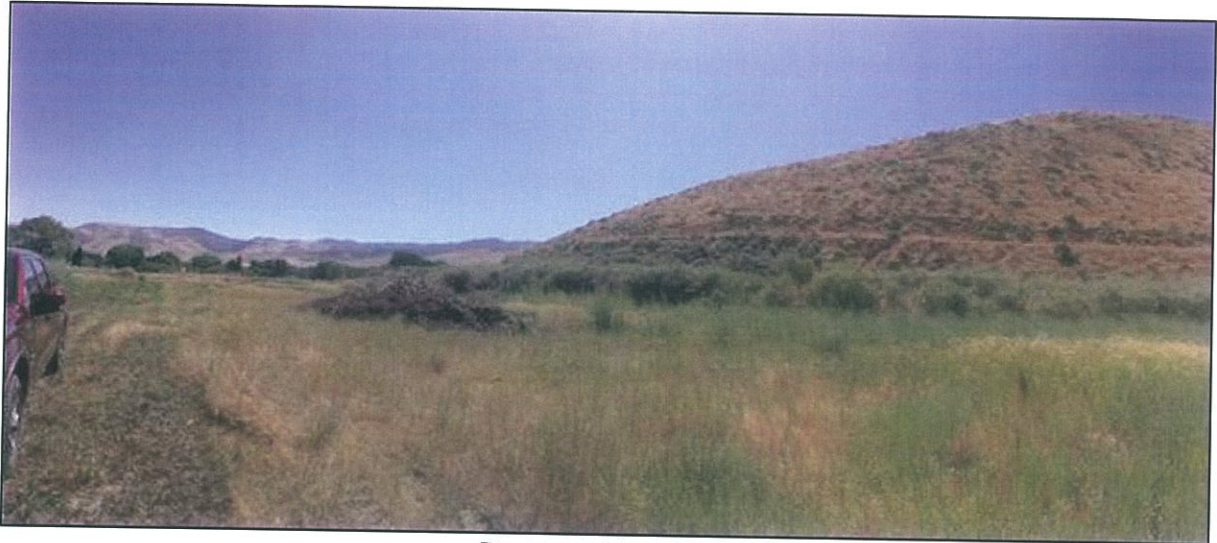
Reno, Nevada



Aerial Photo of Proposed Location
(Property outlined in blue)



Aerial Photo of Existing Business Location for Colorock and Gail Willey Landscaping
(9825 S. Virginia; just north of South Meadows Pkwy; across from Wal-Mart shopping plaza)



Proposed location

From center of property, looking northeast towards Andrew Lane. Hillside (shown) makes up the southern half of the property.



Proposed location

Steamboat Creek runs across the entire northern length of the property